

Write for special details and advantages of placing your **PROMOTION ORDER** with **BERNARDS MEN'S SHOP** COMMERCIAL ROAD, PORTSMOUTH Telephone 26116 30 ROYAL PARADE, PLYMOUTH

Navy News

The Newspaper of the Royal Navy and The Royal Naval Association

ROYAL NAVY UNIFORMS BERNARDS OFFICERS' SHOP COMMERCIAL ROAD, PORTSMOUTH Telephone 26116 30 ROYAL PARADE, PLYMOUTH Be assured of close and personal attention to all of your Uniform and Civilian requirements

No. 60 MAY, 1959

Published first Thursday of the month

Price Fourpence

Duke of Edinburgh to accept City Freedom on behalf of Royal Marines

PRINCE OF WALES ON BOARD H.M.S. EAGLE

H.R.H. TO VISIT THE SERGEANTS' MESS

THURSDAY, May 14, will be a proud and memorable day for the Royal Marines and also for all the people of the City of Portsmouth, for it is on that day that the Captain-General of the Royal Marines, the Duke of Edinburgh, will accept the Freedom of the City of Portsmouth on behalf of the Corps.

The presentation of the illuminated scroll, which will be read by the Town Clerk (Mr. V. Blanchard) will take place at the Royal Marine Barracks, Eastney. After the reading by the Town Clerk, it will be placed in a silver casket and the Lord Mayor (Councillor A. L. Blake) will ask the Captain-General to accept it on behalf of the Corps.

The casket will then be passed to the Commandant - General, Royal Marines (Lieut.-General I. H. Riches), who will hand it to the Senior Regimental Sergeant-Major of the Corps, R.S.M. William Chisholm, serving at the Amphibious Warfare Centre at Poole.

A fanfare "Freedom of the City," written by the Principal Director of Music, Royal Marines (Lieut.-Colonel F. V. Dunn) will be sounded on the silver bugles bought by the Officers of the Corps as a Memorial to those who died in the 1914-18 war.

Following the presentation, approximately 600 Royal Marines led by the massed bands of Portsmouth Group, Royal Marines, and the Depot Royal Marine, Deal, will exercise their newly granted right of marching through the streets of Portsmouth "with colours flying, drums beating and bayonets fixed." They will march

to the Guildhall by way of Highland Road, Albert Road, Elm Grove, Kings Road and Commercial Road. The contingent will leave the barracks at 11.15 and is due at the Guildhall at noon.

At the Guildhall, from a dais on the pavement, the Duke of Edinburgh will take the salute as the Royal Marines march past.

CIVIC LUNCH

Later the Duke of Edinburgh will attend a civic luncheon and among the guests will be 250 serving and retired officers and men.

Admission to the Royal Marine Barracks Eastney, to witness the presentation will be by ticket only. Applications for tickets should be made to the Town Clerk, Portsmouth, and all visitors should be in their seats by 9.30.

VISIT TO EASTNEY

On the evening of Wednesday, May 13, the Duke of Edinburgh will visit the Sergeants' Mess at Eastney when he will be introduced by the Commanding Officer (Colonel H. F. C. Kimpton) to the Regimental Sergeant-Majors of the Corps and those senior N.C.O.s. serving at Eastney. Among the latter will be two Petty Officer Wrens.

Afterwards he will dine in the Officers' Mess with the Commandant-General Royal Marines; the Major-General Royal Marines, Portsmouth (Major-General R. W. Madoc), and 80 officers of all ranks from the Royal Marines units in the United Kingdom and No. 3 Commando Brigade in the Mediterranean.



Presentation of Liverpool's silver

OVER £1,000-worth of silver from H.M.S. Liverpool, the famous war-time cruiser, which is now being broken up at Bo'ness, went to the City of Liverpool on permanent loan on May 4. The collection contains some exceptional pieces of silver including two large silver trays together worth £500. The silver rosebowl in the collection is valued at £135. Included is an oak and silver mace presented by Lady Norman when she launched H.M.S. Liverpool in 1937 and which she has now given to the city.

Admiral Sir William Slayter, K.C.B., D.S.O., D.S.C., who was captain of Liverpool in 1941-42, travelled to Liverpool as the guest of the Corporation and he presented the trophies to the Lord Mayor.

THE Queen, accompanied by the Prince of Wales, spent several hours on board H.M.S. Eagle on April 29 whilst the ship steamed down Channel from Weymouth. The Royal visitors made an extensive tour of the ship, watched aircraft take off and land on the carrier and at one time when the ship was steaming at speed the young Prince was at the wheel.

After an impressive fly past by the ship's aircraft in honour of the visit, Her Majesty made the traditional signal, "Splice the mainbrace."

The picture shows C.P.O. Rounding, of Leicester, repairing drop tanks as the young Prince carries out his tour of the ship.

Why not H.M.S. Nelson?

THE disappearance of H.M.S. Dedalus from the Navy List brings to mind the disappearance of other ship names and the one name now missing from the Navy List which ought, in all conscience, always to appear among ships of the Royal Navy is that of Nelson. What country in the world having a Naval hero of the stature of Lord Nelson would not seek to perpetuate his name in a ship of the Fleet?

An opportunity to resurrect the name of Nelson appears to be in the hands of the Admiralty. Why should not the Blake, to come into service next year, be named Nelson? Two of these fine cruisers are to be named after "the big cats," but the third, the Blake, is not a big cat, so that it would appear that there is no valid reason why the name Blake should take precedence over Nelson. Although Blake "whipped" Van Tromp he was not an admiral—he was a "general at sea."

Another point in favour of dropping Blake is that there has been only one Blake in the Royal Navy—a 9,000-ton cruiser which so far as can be ascertained served quietly and well from 1889 to 1922, in the First World War being used as a destroyer depot ship at Scapa. She had no battle honours.

Apart from remembering the victor of Trafalgar, the renaming of the Blake as Nelson would perpetuate the 16-inch battleship broken up in 1948 and which served with distinction throughout the Second World War.

Scalding oil sprayed boilerroom NAVAL MEN COMMENDED

THE award of the Queen's Commendation to Engineer Lieutenant Horace Walter Polhill, R.N., aged 37 years, whose home is at Plymouth, and Petty Officer Malcolm Davis Thomas, aged 25, of Bristol, for their conduct when an oil burst occurred in the frigate Keppel at Devonport on January 17.

Petty Officer Thomas was the senior rating in the boiler room of the ship during harbour trials alongside when an oil fuel heater joint blew out between him and the access ladder of the compartment. Immediately the after end of the boiler room was sprayed by scalding oil fuel at a pressure of 450 pounds a square inch filling the space with thick smoke and fumes.

Knowing the very grave risk of fire and explosion and aware that his only path to safety was in danger of being completely cut off, Petty Officer Thomas acted with calmness, efficiency and complete disregard for his own personal safety.

After ensuring that the Engineer Officer, Lieut. Polhill, who was in the engine room, was informed, he was found by Lieut. Polhill on his arrival to have controlled the situation by isolating the burst joint, possibly averting the risk of a serious accident.

Not knowing the exact nature of the accident and aware that there must be danger of explosion and fire, Lieut. Polhill tried to gain access down the ladder, but was forced back after sustaining burns to his leg and face from the burst joint.

He retraced his steps and shut off the emergency valves, thus doing all he could to avert a serious mishap. He returned to the boiler room, which he was then able to enter and take charge of remedial operations and shut down all machinery.

Ahead for Quality



Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N.(Retd.),
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 26421 (Ext. 2194)

EDITORIAL

THE latest pension rates have caused a certain amount of consternation among Senior Ratings in the Service. It has been represented that although in the Queen's Regulations a Chief Petty Officer of over nine years seniority is equivalent of a Quartermaster Sergeant, Royal Marines, the Chief Petty Officers' rate of pension is lower than that of a Q.M.S. It is also lower than the equivalent rank in the Army and Air Force, taking that the Chief Petty Officer of over nine years' seniority is the equivalent of these ranks. There seems no doubt, after reference to the Q.R. and A.I., that their Lordships regard the Chief Petty Officer of over nine years as the equivalent of the Q.M.S. for purposes of command and accommodation, but whether he is the equivalent for purposes of pay and pension is another matter. The Chief Petty Officers themselves certainly think that if they are the equivalent for the purposes of command and accommodation then they should be the equivalent for pay and pensions.

Points which the Chief Petty Officers are making are:

- 1 The apparent discrepancy mentioned above.
- 2 The inability of most Naval ratings to complete more than 22 years pensionable service. In the other two services many more senior ranks can carry on in their service for up to 37 years.
- 3 Under the latest pension code there appears to be no increase of pensions in respect of length of service as a C.P.O. or Chief Artificer. A Chief Engine-room Artificer with, say, 10 years as "Chief" receives the same pension as a C.E.R.A. who is pensioned after two years as such.

It must be stated that this does not

(Continued in column 2)

"With a thankful remembrance of thy mercies"

O Lord God of hosts, who is like unto Thee. Thy truth, most mighty Lord, is on every side. Thou rulest the raging of the sea: Thou stillest the waves thereof when they arise.

WEEKEND LEAVE

TRIUMPH COACHES

LTD.

3 Edinburgh Road, Portsmouth
Phone 20947

Operate the following Official Express Service for Service Personnel EVERY WEEKEND

| | |
|----------------------|------|
| LEEDS | 43/6 |
| BRADFORD | 43/6 |
| HUDDERSFIELD | 40/6 |
| SHEFFIELD | 36/3 |
| NOTTINGHAM | 31/- |
| LEICESTER | 26/- |
| NORTHAMPTON | 21/- |
| LIVERPOOL | 40/6 |
| MANCHESTER | 38/6 |
| NEWCASTLE-UNDER-LYME | 32/6 |
| STAFFORD | 30/- |
| WOLVERHAMPTON | 26/- |
| BIRMINGHAM | 25/- |
| COVENTRY | 23/- |
| WARWICK | 20/- |
| BANBURY | 17/6 |
| OXFORD | 15/- |
| PLYMOUTH | 26/- |
| DRUMBRIDGES | 21/6 |
| EXETER | 19/6 |
| BRISTOL | 17/6 |
| SALISBURY | 9/3 |
| GLOUCESTER | 25/- |
| SWINDON | 18/- |
| CIRENCESTER | 21/- |
| MARLBOROUGH | 15/- |
| READING | 11/- |
| PORTLAND | 15/- |
| From Fareham | 14/- |
| LONDON | 12/- |

All these services will take the following route for convenience of Service Personnel: R.M. Barracks, Eastney; H.M.S. Vernon; Royal Sailors Home Club, Queen Street; R.N. Barracks, Unicorn Gate; Stanley Rd. for H.M.S. Excellent; H.M.S. Phoenix; R.A.O.C. Hilsea Barracks; Cosham, Hornes; Town Quay, Fareham. Also docking up at H.M.S. Arcturion at cheaper rate.

N.B.—To all ships visiting Portsmouth: Special facilities to meet your particular travelling requirements can be organised at short notice.

Write, phone or call

TRIUMPH COACHES LTD.
3 Edinburgh Road, Portsmouth
Phone 20947

Ninety years service to Royal Navy brought to a close

THE departure of Admiral of the Fleet the Earl Mountbatten from the office of First Sea Lord means that for the first time for over 90 years there is no one of that illustrious family now serving in the Royal Navy. It was in 1868 that Earl Mountbatten's father, Prince Louis of Battenburg, joined the Navy, and he was First Sea Lord when his son joined the Royal Navy as a cadet. What a record of service to the Royal Navy and to Britain!

The departure of Earl Mountbatten from the supreme Naval post will not, however, break this service to the country, for he has taken over as Chief of the Defence Staff and his knowledge, experience and well-known drive will still be available but now on a tri-service basis.

What a colourful character Earl Mountbatten is! An acknowledged authority on Fleet communications, a fighting captain with the verve of Nelson, an intense regard for the Service man, the last Viceroy of India, and showered with honours; his life

(Continued from column 1)

conform to civilian practice and does not seem equitable.

It is realised that new pension code anomalies takes some time to iron out but the points mentioned above are certainly causing concern among senior ratings and the sooner the apparent anomalies are removed the better for all concerned.

Comparisons are odious but one can understand the feeling of senior Chief Petty Officers who point out that the rate of pay and pension for the Senior Ratings in the Navy is inferior to that in the other services. It should be possible for the Admiralty to devise a scheme whereby the Senior Chief Petty Officer is on a par with the Senior N.C.O. One has the greatest respect for the Warrant Officers of the Army and the Royal Air Force but surely their worth to their service is not greater than the worth of the Senior Chief Petty Officers to the Royal Navy.

could form the basis of a library of books.

The officers and men who have actually served with him revere him. Where "Lord Louis"—as he is still known to thousands of serving and ex-serving men—led, his ships' companies would follow. He "walked with kings yet kept the common touch," and this was the secret of the man.

He is followed in office by Admiral Sir Charles Lambe, whose first sea appointment (1917) was to the Emperor of India, in which ship he witnessed the surrender of the German Fleet. A torpedo specialist, he spent the first year of the Second World War in command of H.M.S. Dunedin.

As Assistant Director and Director of Plans Division of the Naval Staff Admiral Lambe was concerned with Naval strategy throughout the remainder of the war.

He qualified for his pilot's "A" licence in 1929 and from July, 1944, until he became Commander-in-Chief, Far East Station, in March, 1953, was continuously in air appointments.

His last appointment was as Commander-in-Chief, Mediterranean.

Admiral Lambe is a worthy successor to a worthy man.



"You'll find the ship rolls a bit"

LETTERS TO THE EDITOR

Are existing pensioners forgotten?

SIR,—I would like to say how much I appreciated the sentiments expressed in the Editorial of the March edition of the "Navy News," more especially that concerning existing pensioners. Some time ago I saw a lot in the Press about "Angry Young Men." At the time I thought that us Service pensioners qualified for the title of the "Forgotten Men." We have no trade union to fight our battles over such things as cost-of-living increases, etc., and what's more if the balloon should ever go up again the Admiralty will lose no time in digging out our drafting cards and we shall no longer be forgotten. To borrow an expression from the late Peter Cheyney—it's a case of either get on or get under—who cares, anyhow?

Another point which occurs to me is that a retirement pension paid by the Ministry of Pensions and National Insurance is paid (subject to various qualifications) at age 65 (man) and 60 (woman). As the rates of contributions have almost doubled themselves since July, 1948, it follows that a person taking his retirement pension now will have paid more in the way of contributions than a person who took his pension say five or six years ago, but the point is, all receive the same rate of retirement pension and, similarly, if the pension rates are raised, everyone gets an increase.

Surely it's about time the Admiralty found it possible to do the same for a smaller number of pensioners instead of us having to wait until we are 60 or unable to work before the Pensions Increase Scheme of 1952 and 1956 is applied, meagre as they are.

Terminal grants have always left me stone cold, as my experience has been that you need more than money when you burst on Civvy Street; e.g., a start, a bit of luck, and friends.—EX-C.P.O. WRITER (now Civil Servant).

[Hope springs eternal! The Chancellor's Budget speech referred to an inquiry that is being made on the subject.—Editor.]

NEARLY 50 YEARS SINCE HE SAW 'VERNON'

SIR,—Enclosed order form and 8s. P.O. for 12 months issue of the "Navy News." I am one of the "old 'uns." Joined up in 1890 as a boy and rated O.D. in 1892. Carried on up to 1914 and then was called up for the First World War. Demobbed in 1919 as Chief Petty Officer (T.G.M.), ex T.I. I shall be 85 on June 4, 1959, and go to all the old-time dances around Kent and Sussex. I bet Pompey is altered since I was there last in the old Vernon, 1911. Best of luck to all.—A. B. CRAFTNELL, ex C.P.O., 84 Beaver Road, Ashford, Kent.

Generous hearts in Dalswinton

SIR,—Through the medium of your paper I again wish to convey the gratitude of the local Spastics Society to all ranks of the Royal Navy stationed in Portsmouth and District for the generous support they give to this local charity.

Recent donations include £25 from the R.N.B.T. and £18 2s. 5d. from the Welfare Fund of H.M.S. Dalswinton.

It may be of interest to your readers to know that this Society is now concentrating on providing an occupational centre or sheltered workshop wherein, with suitable machinery and equipment, certain adult and adolescent spastics can be taught to do something for themselves instead of being condemned to a life sentence of soul-destroying unemployment and inactivity. Apart from being given something to do, these unfortunate people would be given companionship which outside their homes so many have never had. It is the Society's intention to include certain epileptics with the spastics in the Centre when sufficient funds have been raised to open one.

Spastics of serving and past R.N. personnel will of course benefit by this new Centre just as their children are now doing at our unit in Queen Alexandra Hospital, Cosham.

J. H. WILLIAMS

105 St. Helens Parade, Southsea.

ROYAL NAVY'S DRAFTING FORECAST

PARTICULARS IN this forecast are liable to alteration. The U.K. Base Port is the port at which a ship may be expected to give leave and to refit as a general rule.

Volunteering. Ratings may volunteer for any of the ships, or for service in a particular station, or for specific forms of service (e.g., Local Foreign Service or General Service). As drafting action is normally taken at least four months ahead for General Service and Foreign Service and two months ahead for Home Sea Service and Port Service, applications to serve in ships which are commissioning within these periods are unlikely to have any effect.

SUBMARINE COMMAND

H.M.S. Auriga, May, at Devonport, for service in Canada Squadron.

H.M.S. Artful, May, at Portsmouth, for service in Faslane Squadron.

H.M.S. Thule, May, at Chatham, for service in Portsmouth Squadron.

GENERAL

H.M.S. Belfast, May 12, at Devonport, for Foreign Service (Far East).

H.M.S. Loch Killisport, May 12, at Portsmouth, for General Service Commission (Home/Arabian Sea and Persian Gulf). U.K. Base Port, Portsmouth.

H.M.S. Shavington, June 29, at Portsmouth for Local Foreign Service (Mediterranean). (Crew ex Dufon.)

H.M.S. Urchin, early June, at Devonport, for Port Service. (Transferring to Home Sea Service, mid-August.)

H.M.S. Leverton, June 22, at Devonport, for Local Foreign Service (Mediterranean). (Crew ex Thankerton.)

H.M.S. Zest, June 23, at Portsmouth, for General Service Commission (Home/Mediterranean). U.K. Base Port, Portsmouth.

H.M.S. Whitby, June 30, at Portsmouth, for General Service Commission (Home / Mediterranean). U.K. Base Port, Chatham.

H.M.S. Eastbourne, June 30, at Portsmouth, for General Service Commission (Home / Mediterranean). U.K. Base Port, Chatham.

H.M.S. Enterprise, June, at Bideford, for Home Sea Service (East Coast Survey). U.K. Base Port, Chatham.

H.M.S. Powderham, June, at Hythe for Home Sea Service (50th M.S.S.—crew ex-Reedham). Home Base Port, Rosyth.

No. 800 Squadron, July 1, at R.N.A.S. Lossiemouth, for General Service Commission. (Ark Royal, Scimitar.)

H.M.S. Dalrymple, July 7, at Devonport, for General Service Commission. Surveying ship. U.K. Base Port, Devonport.

H.M.S. Loch Insh, July 7, at Devonport, for General Service Commission (Home/Arabian Sea and Persian Gulf). U.K. Base Port, Devonport.

H.M.S. Protector, July 14, at Portsmouth, for General Service Commission (Home/South Atlantic and South America). U.K. Base Port, Portsmouth.

H.M.S. Tiger, mid-July, for General Service Commission (Home/Mediterranean). U.K. Base Port, Portsmouth.

No. 892 Squadron, July, at R.N.A.S. Yeovilton, for General Service Commission. (Ark Royal, Sea Vixen.)

H.M.S. Laymoor, July, at Renfrew, for Home Sea Service. (Crew ex 1 Boom Defence Vessel.)

H.M.S. Verulam, end July, for trials. No. 700 "G" Flight, August 17, at R.N.A.S. Culdrose, for Trials. (Gannet.)

No. 815 Squadron, August 20, at R.N.A.S. Culdrose, for General Service Commission. (Albion, Whirlwind.)

H.M.S. Torquay, August 18, for trials.

H.M.S. Puma, August 25, at Devonport, for General Service Commission. (Home/South Atlantic and South America). U.K. Base Port, Devonport.

H.M.S. Verulam, end August, at Devonport, for Home Sea Service. U.K. Base Port, Portsmouth.

H.M.S. Hartland Point, end August, at Chatham, for Foreign Service. (Far East.)

H.M.S. Wakeful, October 1, at Portsmouth for trials (Portsmouth Squadron vice Starling). U.K. Base Port, Portsmouth.

H.M.S. Chevron, end August, at Rosyth, for trials.

H.M.S. Loch Lomond, September, at

Sheerness, for General Service Commission (Home/Arabian Seas and Persian Gulf). U.K. Base Port, Chatham.

H.M.S. Torquay, September 29, at Portsmouth, for General Service Commission (Home/East of Suez). U.K. Base Port, Portsmouth.

H.M.S. Salisbury, September 29, at Devonport, for General Service Commission (Home/East of Suez). U.K. Base Port, Devonport.

H.M.S. Scarborough, September 29, at Portsmouth, for General Service Commission (Home/East of Suez). U.K. Base Port, Portsmouth.

H.M.S. Tenby, September 29, at Chatham, for General Service Commission (Home/East of Suez). U.K. Base Port, Chatham.

H.M.S. Carysfort, September 8, at Portsmouth, for Foreign Service (Far East).

H.M.S. Layburn, September, at Renfrew, for Home Sea Service. (Crew ex 1 Boom Defence Vessel.)

H.M.S. Scorpion, end September, at Chatham, for trials. (Part General Service Commission complement.)

H.M.S. Gravelines, end September, at Devonport, for trials.

H.M.S. Scorpion, October 6, for trials.

H.M.S. Albion, early October, at Portsmouth, for General Service Commission. (Home/East of Suez). U.K. Base Port, Portsmouth.

H.M.S. Chichester, October 6, at Chatham, for General Service Commission (Mediterranean / Home). U.K. Base Port, Chatham.

H.M.S. Cardigan Bay, October, at Singapore, for Foreign Service (Far East).

H.M.S. Cavendish, October, at Devonport, for trials. Commissions December 1, for Foreign Service (Far East).

H.M.S. Messina, October, at Chatham, for Foreign Service.

H.M.S. St. James, end October, at Devonport, for trials.

H.M.S. Wakeful, November 3, at Portsmouth, for Home Sea Service. U.K. Base Port, Portsmouth.

H.M.S. Trafalgar, November, at Portsmouth, for General Service Commission (Home / Mediterranean). U.K. Base Port, Portsmouth.

H.M.S. Jutland, November, at Chatham, for General Service Com-

mission (Home / Mediterranean). U.K. Base Port, Chatham.

H.M.S. Broadsword, November, at Chatham, for General Service Commission (Home / Mediterranean). U.K. Base Port, Chatham.

H.M.S. Dunkirk, November, at Devonport, for General Service Commission (Home/Mediterranean). U.K. Base Port, Devonport.

H.M.S. Scorpion, end November, at Chatham, for General Service Commission (Home / Mediterranean). U.K. Base Port, Chatham.

H.M.S. Ark Royal, December, at Devonport, for General Service Commission. (Home / Mediterranean.) U.K. Base Port, Devonport.

H.M.S. Hermes, December, at Barrow, for trials.

H.M.S. Loch Fada, December, at Portsmouth, for General Service Commission (Home/Arabian Seas and Persian Gulf). U.K. Base Port, Portsmouth.

H.M.S. Jaguar, December, at Dumbarton, for General Service Commission (South Atlantic and South America/Home). U.K. Base Port, Chatham.

H.M.S. Bulwark, January 5, at Portsmouth, for Foreign Service (Far East).

H.M.S. Ulster, January, at Devonport, for General Service Commission (Home/West Indies). U.K. Base Port, Devonport.

H.M.S. Dampier, January, at Singapore, for Foreign Service.

H.M.S. Wizard, end January, at Chatham, for trials.

H.M.S. Cassandra, end January, at Chatham, for Foreign Service (Far East). U.K. Base Port, Chatham.

H.M.S. Saintes, February, at Devonport, for General Service Commission (Home/Mediterranean). U.K. Base Port, Devonport.

H.M.S. Camperdown, February, at Devonport, for General Service Commission (Home/Mediterranean). U.K. Base Port, Devonport.

H.M.S. Lynx, February, at Portsmouth, for General Service Commission (Home/South America and South Atlantic). U.K. Base Port, Portsmouth.

MOTERING NOTES

Be a seller when buying that secondhand car

AS most regular readers know, at this time of the year the "Navy News" usually gives some advice on car buying. This year values have been complicated by the Budget reductions which have reduced the purchase tax on cars from 60 per cent. to 50 per cent. and on motor-cycles from 30 per cent. to 25 per cent. This has had its effect on used car values which have also tended to drop, but Naval buyers must be canny in this respect, as dealers stand to lose and will still try for higher prices.

ANY OLD RUBBISH

It always amazes your correspondent how easily Naval personnel will buy really old rubbish for high prices, and examples of this come to light daily. For example, quite recently a 1937 Standard Nine saloon, the property of a petty officer, was involved in a crash and was too badly damaged to repair economically. In such cases the insurance company makes a settlement at the current retail market value which, in this case, amounted to £65.

Incidentally this figure was fixed by the writer and not by the insurance company and was in every way a fair price, yet only seven months' previously the owner had paid £150 for it and was still buying it on H.P. At the time of purchase its real value was £85 so that the owner literally threw £65 down the drain. Unfortunately he was not a regular reader, to his sorrow, as in the "Navy News" issued just six weeks before he bought the car the value of a 1939 model, two years younger, was given as only £115.

One realises, of course, that it is difficult for the average man in the street to find out the true value of a car or motor-cycle. One way is to buy the "Measham Magazine and Used Car Price Guide," priced 2s. 6d., and obtainable at most bookstalls. Another way is to try and look at the car or motor-cycle from the point of view of selling it if you get a draft chit soon after purchase. From what the writer has seen lately, very few of you would get within £50 of what you paid, even if you resold the very next day.

If you see what you want and are absolutely certain it is free from rust and faults, for heaven's sake don't be afraid to make an offer at least £25 less than the price asked. The asking

price of the writer's present car for example was £345. He offered £275 and clinched the deal at £280. You can do the same, so don't be suckers and throw your money away. If you are paying say £200, see that you get £200 worth of motor car and not £140 worth of trouble.

CAR HIRE—INSURANCE

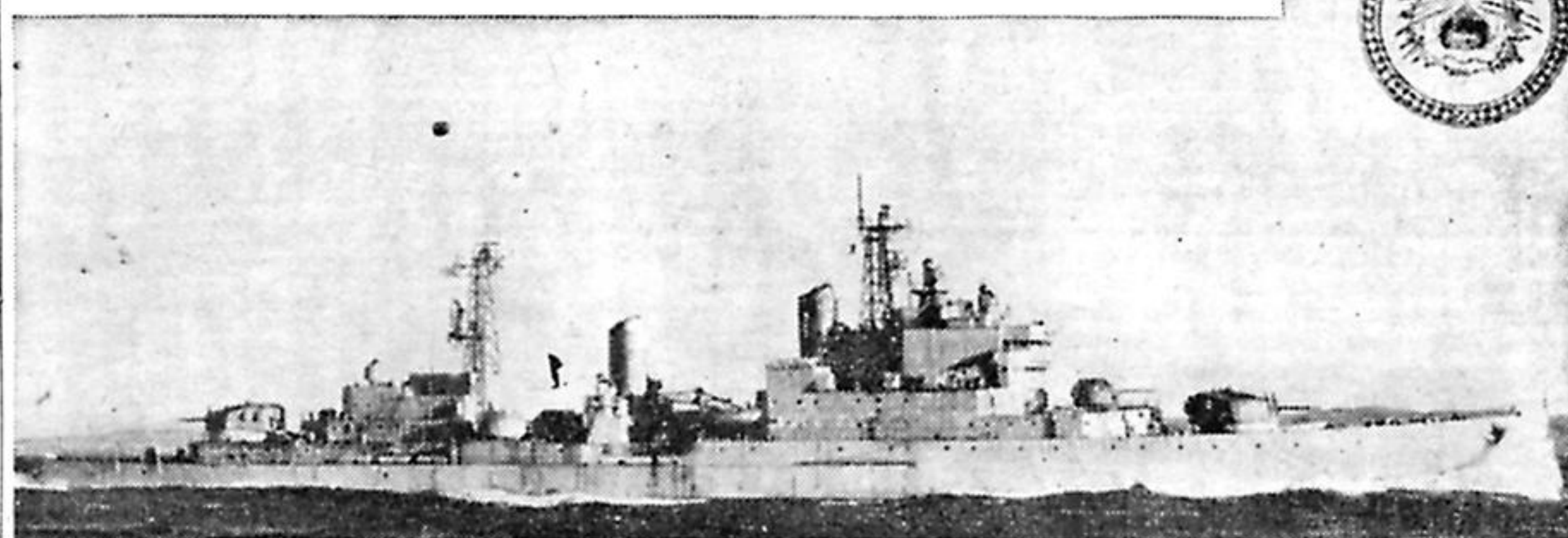
These days, many sailors hire self-drive cars for the odd day or week-end motoring. There is an interesting and vital point about the insurance cover, in these cases, as it is almost certainly for the hirer only driving and no one else. An interesting case came to light recently when two ratings hired a car between them for the week-end in the name of one of them who filled in the insurance proposal form. Whilst the other was driving they had a collision which resulted in a repair bill of £82. As invariably happens, the identity of the driver came to light and the insurance company quite correctly refused to pay. The repair bill is now being paid for by Naval Allotment by two wiser but sadder ratings.

Watch this point, it is important, and can be very costly. Repair bills often amount to hundreds of pounds, and garages would not hesitate to take court action to recover the repair costs if you let them down.

ACCIDENTS

Experience shows that most collisions are due to either running into the back of the car in front, or conversely being rammed by the car behind.

Many of these seem to be due to ignorance of stopping distances. The brake and tyre manufacturers are only too keen to sing the praises of their products and forget to tell you of the snags. For example even the best disc brakes cannot possibly be more than 87.3 per cent. efficient, even in perfect conditions, whilst even the best of tyres will skid in the most unexpected circumstances. It is really amazing how one's car goes skating gaily on just when you want to stop unusually quickly. The answer to this is, of course, anticipation, and looking a little farther down the road than the tail of the car in front. Try it sometimes chaps, it helps to keep the insurance premiums down. — A. E. MARSH.

SHIPS OF THE ROYAL NAVY
No. 44 H.M.S. TIGER

H.M.S. Tiger is the first to complete of a class of three cruisers, the other two being the Lion and the Blake. She is of 11,700 tons (full load) displacement and was built by Messrs. John Brown & Co. Her hull is similar to the earlier H.M.S. Superb and, although launched at Clydebank over 13 years ago, it has been preserved in excellent condition by the builders.

There are many new features incorporated in the ship, including automatic boiler control, remote control of main machinery, quick-firing fully automatic radar-controlled six-inch and three-inch guns and the extensive use inside the ship of modern plastic materials in place of steel or aluminium.

The ship is fitted with two six-inch twin rapid-firing turrets and three three-inch twin fully automatic turrets. Each has its own fire-control system and is capable of acquiring and engaging a target in automatic radar control.

CONVENTIONAL DESIGN

The ship is driven by four propellers and four Admiralty-design boilers and geared steam turbines. Although this propulsion plant is conventional in design it has been brought fully up to date for modern warfare by the addition of the latest automatic and remote-control devices and fuel-burning equipment. The total propulsive power available exceeds 70,000 horsepower, giving a speed of over 30 knots.

Four large turbo-generators provide electric power totalling 4,000 kilowatts. H.M.S. Tiger generates enough electric power to supply the combined domestic loads of Stratford-on-Avon and Alloway. The total length of the electric cables in the ship would reach

from London to Paris, with a bit to spare.

2,000 MEALS A DAY

H.M.S. Tiger is a self-contained community, self-supporting for long periods anywhere in the world. The cash turnover each month is about £15,000. About 2,000 cooked meals are served each day in three dining halls. The ship uses 40 tons of provisions in a month and carries 110 tons of refrigerated stores.

There are over 300 different kinds of clothing in the clothing store, with a total value of over £3,500. The Naval Store has a range of about 12,000 types of spares, hardware and ironmongery—a total of 200,000 items; every one of which must be readily available.

There have been many ships in the Royal Navy with the name Tiger. The first recorded one, a galleass of 200 tons, was built at Deptford in 1546 and took part in the pursuit of the Spanish Armada. There was another Tiger at sea during this period—a privateer under John Hawkins, and it seems clear she was a "slaver." Another Tiger was one of 260 tons which took part in an Arctic expedition of 1613.

MOST FAMOUS OF ALL

The most famous Tiger of all, possibly, was the Tiger of 1912, launched by John Brown's at Clydebank as a battle-cruiser. She was at that time the largest and fastest capital ship in the fleet—35,160 tons. She was the last coal-burning capital ship. This ship served throughout the First World War and saw action at the Battles of Dogger Bank and Jutland. In the latter battle she received 17 hits. After the war she became a sea-going firing ship. She was sold for breaking up in 1932.

First Sea Lord
chats with Chief
Petty Officers

THE First Sea Lord, who, prior to his relinquishing his present post and taking up that of the Chief of Imperial Staff, is making a tour of ships and Establishments, paid a farewell visit to Portsmouth on April 15. After visiting H.M.S. Tiger at Spithead, he returned by helicopter to H.M.S. Vernon and then paid an informal visit to the Chief Petty Officers' Mess in the Naval Barracks. He was accompanied by Countess Mountbatten and by the Commander-in-Chief, Portsmouth, and Lady Power. The guests moved informally among the Chief and Petty Officers, the First Sea Lord yarning to several who had served with him at sea.

After lunching with senior officers in the Wardroom of the Naval Barracks, the Commander-in-Chief in the afternoon visited the Royal Navy Work Study School in the Barracks—a school which he opened on July 4, 1958. (An article on the Work Study School appears in this issue.)

Round Britain cruise
by Taciturn

H.M. Submarine Taciturn, commanded by Lieut. K. R. B. Cadogan Rawlinson, R.N., sailed from her base at Fort Blockhouse, Gosport, Hants, on April 27 on a two-month recruiting and publicity cruise in British waters.

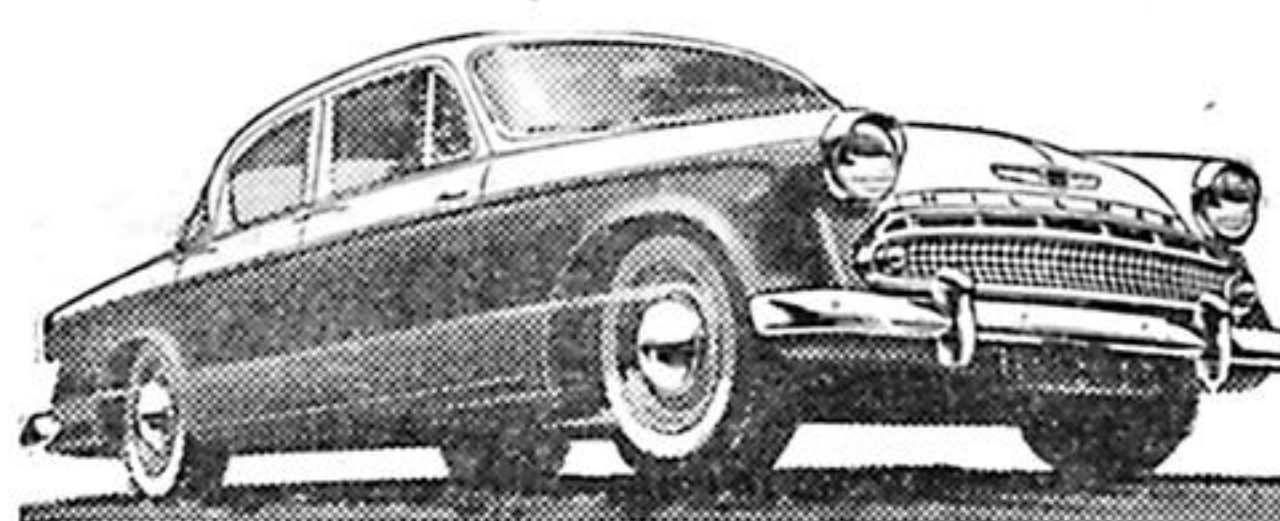
She will visit 12 ports in England,

Scotland and Wales, many of which rarely receive a visit from one of H.M. submarines. Spending three or four days in each place, it is hoped that as many as possible of the local school-children, particularly Sea Scouts, Sea Cadets and other youth organizations will be able to go on board and see for themselves the inside of a modern submarine. Other organizations and members of the public will also be welcome on board.

Positive Preparation—
by someone about to go abroad!

We hope packing problems will not make him forget to arrange to have a car waiting for him when he arrives overseas. He'll be missing so much.

If you're going for good or just on an extended visit—you'll need a car when you get there. Buy a new Hillman model now—under our special export scheme. Pack the receipt in your suitcase and pick the car up when you get there—no extra charge and you buy at low export prices! Call at our showroom today... your Hillman model can be on its way tomorrow!



buy a
HILLMAN MINX
through

ROOTES OVERSEAS DELIVERY PLAN



GROVE ROAD SOUTH
SOUTHSEA
TEL 23261
BASTION FILLING STATION
HILSEA
TEL 60811
RAMSHILL GARAGE
PETERSFIELD
TEL 118

ROOTES WORLD-WIDE OVERSEAS DELIVERY PLAN

other function, but appeared again later on.

Vice-President Shipmate Alderman Hasted said in his speech that the old saying, "Up ladder, Jack, I'm inboard," did not apply to this Branch because so much work had been done for naval men other than Branch members, and for Branch members also.

Sir Henry Moore responded to the toast to "The Association." He said many people felt the Association was losing its grip because large numbers of new members were not coming forward, but he added that conditions in the Service were greatly improved, and many men were taking on for pension—the percentage being about 60 per cent. Later on these men would leave the Service and be looking for something like the R.N.A. to join. He congratulated the Branch on attaining their majority and said he felt they would continue to be a "go-ahead" Branch and go on to even greater



The programme for the cruise is as follows: April 28-30, Ipswich; May 1-4, Hull; May 5-8, Sunderland; May 9-14, Leith; May 14-19, Dundee; May 20-25, Aberdeen; May 27-29, Oban; June 2-5, Liverpool; June 6-10, Cardiff; June 10-15, Bristol; June 16-19, Plymouth; June 19-22, Dartmouth.

Some parties of Sea Cadets may also go to sea in Taciturn for short surface trips so that they can really get the feel of being on board a submarine.

Laid down by Vickers-Armstrongs at Barrow-in-Furness in March, 1943, and commissioned in September, 1944, Taciturn served first in the Atlantic and then in the Far East. After the war she was one of the first British submarines to be fitted with the Snort.

Since then Taciturn has served mainly with the Third Submarine Squadron based in the Clyde, taking part in many N.A.T.O. Fleet exercises.

Taciturn's badge is a golden sphinx, and her motto is "Deeds not words."

UPPER YARDMEN SING IN CATHEDRAL

MUSIC ONE OF TEMERAIRE'S ACTIVITIES

MUSIC is included in the many out-of-working-hours activities at H.M.S. Temeraire, which is the Upper Yardmen Training College at South Queensferry in Scotland. All the officers and upper yardmen sing in the choir, save only the four who are unable to sing in tune. When, in conjunction with a local orchestra, the choir gave a Passiontide recital in St. Mary's Cathedral, Edinburgh, on March 25, the reading parts were taken by the non-singers.

It is now a tradition at Temeraire that staff officers and upper yardmen take part in all the College activities, which include rugby, soccer, hockey, sailing, mountaineering, ski-ing, cricket, camping, squash, tennis, shooting, debating, lecturing, cross-country running and athletics, and speech-making. This in addition to an intensive course of academic instruction in the classroom and other professional studies.

The seamen specialists spend four terms under training, but "E," "L" and "S" and "S" specialists do eight months. If successful, upper yardmen pass out as acting sub-lieutenants on the General List and join up with their Dartmouth contemporaries after a



The choir of H.M.S. Temeraire, the Upper Yardmen College, singing in St. Mary's Cathedral, Edinburgh, during a Passiontide recital.—(Photo: By kind permission of "The Scotsman")

term at Greenwich and technical courses in the Portsmouth Command. Although the new scheme of training, which aimed to integrate ex-upper yardmen earlier in Dartmouth as midshipmen, has been postponed because it is incompatible with the recommendations of the Dartmouth Review Committee, the present interim scheme of training will be continued for the time being.

Temeraire is expected to move to Dartmouth early in 1960. Commander T. E. Fanshawe, D.S.C., is in command.

Lots to see—and do—at Portland

A CHANGE in the usual dates for Navy Days at H.M. Naval Base, Portland, Dorset, has been made, and this year's Navy Days are being held during the Whitsun holidays—on May 16, 17 and 18. A formidable list of attractions has been prepared to interest and entertain visitors.

Pride of place is being taken by the 11,000-ton cruiser H.M.S. Bermuda, recently returned from the Mediterranean, at Portland to enable the new

commission to "work-up." Naval launches will be running to where she lies in Portland Harbour. Other ships will be open for inspection as well—the destroyer H.M.S. Battleaxe, the frigates Teazer, Grafton and Murray, and the submarines Acheron and Seneschal. For visitors who wish to try their sea legs there will be trips in the Inshore Minesweeper H.M.S. Squirrel or the Seaward Defence Boat H.M.S. Ickford. There will also be opportunities to "go to sea" in landing craft (assault) manned by the Royal Marines and then to land over the ramp—an exciting event for even "space-age" youngsters, particularly as they will

represented, including torpedoes and anti-submarine mortars being fired, attacks by aircraft on ships in harbour, and demonstrations by helicopters showing some of the extraordinary things these aircraft can do.

The Wrens will also be present with a most popular demonstration, and finally at 5 p.m. each day the magnificent ceremony of "Beat Retreat" will be carried out by the Portsmouth Command Royal Marines Band.

The Naval Base will be open to visitors from 12.30 to 6 p.m. on Saturday, Sunday and Monday, May 16, 17 and 18, and admission is 1s. 6d. for adults, 6d. for children.

Chatham barracks and hospital will be last to close down MARRIED QUARTERS MAY BE HELD 3 YEARS

THE centuries-old historic connection of the Medway Towns with the Royal Navy will virtually come to an end in March, 1961. It has been announced that it is planned to close the Naval Establishments in Chatham in the following order:

The R.N. Supply School will be closed by July 31, 1960. The school is to be transferred to Devonport, and training there will recommence early in September, 1960. The Mechanical Training Centre, which is to be transferred to either Portsmouth or Devonport, will be closed by August 31, 1960. The Signal Training School, the T.A.S. Training Unit, the A.B.C.B.

School (including the Fire Fighting School) and the R.N. Diving School will be closed by August 31, 1960.

The Royal Naval Hospital and the Royal Naval Barracks are to be closed by March 31, 1961, but the R.N. Barracks will cease to carry out the functions of a Depot from September 1, 1960. The Nore Command Gunnery Train-

ing Centre has already been closed.

The aim of this programme is that the number of billets in the Chatham area will not be reduced appreciably before August of next year, and ships on General Service Commission or Home Sea Service will continue to be based there until then.

CONTINUE UNTIL NEXT AUGUST

After August 31, 1960, the number of billets in Chatham will be rapidly run down until March 31, 1961, when requirements for ships and submarine refitting in Chatham Dockyard and possibly the Reserve Fleet will provide virtually the only billets in the area. However, it is unlikely that a Reserve Fleet Division will be retained at Chatham.

The future of the Married Quarters at Chatham is still under consideration. It is intended that ratings who, under normal regulations, would have an expectation of continued occupancy up to the maximum tenure of three years, should retain their quarters until expiration of the three years, should they so wish.

GOOD CAME OUT OF EVIL

LAST October there was a fire in St. George's Church in the Naval Barracks at Portsmouth and quite a considerable amount of damage was done to the altar.

Whatever the cause—and it appeared a deliberate act—good has come out of the evil, for on Sunday, March 22, the Chaplain of the Fleet hallowed a new altar in the church to replace the damaged one. The fire, which shocked so many people at the time, has given the opportunity for a really fine piece of craftsmanship to be carried out by the Naval craftsmen in the barracks itself.

It was possible to recover two carved panels from the old altar, and these have been most skilfully repaired; but the central panel was too much damaged and a replacement has been very beautifully carved by Chief Joiner D. Sluce, who was mainly responsible for the whole work. With him, Shipwright Artificer D. Mann and Joiner J. Atkin were most actively concerned in the work, but all in the workshop added something of their labours to this piece of service to Almighty God.

The service, conducted by the Chaplain of the Fleet, was very well attended by representatives of every aspect of life in the barracks, including a very good turn-out of the Victoryd Boy and Girl Cadets with some of their parents. In the course of the service the congregation were interested to see the Chaplain of the Fleet hand the Rev. Seymour McCarragher, who has just joined the Navy, his Archbishop's licence, which permits him to carry out his duties anywhere in the world.



H.M.S. Teazer, one of the fine attractions at the Portland Navy Days

see a realistic raid by Royal Marine Commandos on an enemy defended coastline, the object of which is to blow up an important bridge.

FROGMEN

Also in action will be naval frogmen, showing how they clear underwater mines and obstructions before a landing operation.



Petty Officer Austwick

of 22 competitors, Glover ob- of the tenth place and Austwick Boy and Girl Cadets with some of their parents. In the course of the service the congregation were interested to see the Chaplain of the Fleet hand the Rev. Seymour McCarragher, who has just joined the Navy, his Archbishop's licence, which permits him to carry out his duties anywhere in the world.

ANY MORE?

SIR.—Reference your article headed "Vernon C.P.O.s. Make History" in the April issue of "Navy News," it is gratifying to note that Vernon's chief petty officers set a precedent by copying the precedent set by H.M.S. Ceres chief petty officers in March last year who copied the precedent set by H.M.S. Highflyer's chief petty officers in August 1957—thereby being

Engine Room Artificer—A./Chief Engine Room Artificer
MX 77564 P. T. Fleming, MX 637822 V. J. Ruse, MX 778327 K. G. Coleman, MX 778204 L. J. Pearcey, MX 778321 C. King, MX 778301 R. J. Tobin, MX 667799 C. Maunders, M 944547 K. P. Darby
Mechanician—Chief Mechanician
KN 101946 L. Bailey, KN 154982 R. A. Smith
Petty Officer Engineering Mechanician—Chief Engineering Mechanician
KN 95521 H. Farnell, KN 88622 L. G. O. Tucker, KN 92822 F. Dove, KN 82322 J. V. Denham, KN 89296 C. E. Young
Plumber—Chief Plumber
MX 816244 W. Woods, MX 767601 E. Clark
Petty Officer Electrician—Chief Electrician
MX 876743 S. G. George, MX 835254 G. W. Coleman, MX 844349 J. T. Jones
Acting Chief Aircraft Artificer
L/FX 89815 D. C. Pryce, L/FX 100905 E. R. Price, L/FX 513006 O. T. Henry
Chief Air Fitter (Airframes)
L/FX 716162 D. Grayland
Chief Air Fitter (Airframes/Engines)
L/FX 789127 B. W. Brame
Chief Airman (Aircraft Handler 1/c)
L/FX 802084 M. Coleman, L/FX 670245 R. E. Tulett
Acting Chief Electrical Artificer (Air)
L/FX 87549 J. S. Glenn
Chief Electrician (Air)
L/FX 789629 R. S. A. Harvey
Chief Radio Electrician (Air)
L/FX 852834 J. Haworth

Ashore or afloat
in bar or on boat...



...sailors prefer

Toby Ale
and

Toby Export Lager Beer

CHARRINGTON & CO LTD.,

ANCHOR BREWERY

MILE END, LONDON, E.1

STEPNEY GREEN 1860

BEER CANNING AND BOTTLING PLANT AT MALTHOUSE RD., PORTSMOUTH

THE GAMBIA TAKES ROYAL SUSSEX REGIMENT BAND TO VIGO

An interesting Spring Cruise

GAMBIA commissioned at Rosyth in November while refitting and sailed for Gibraltar on January 17 for working-up practices. On arrival she embarked the Flag Officer Flotillas, Home (Vice-Admiral R. H. Wright, C.B., D.S.C. and Bar) from H.M.S. Birmingham. During the ensuing month the ship became well acquainted with Gibraltar, and as Birmingham was present also throughout the time it was possible to arrange a comprehensive sports contest covering departmental football matches, hockey, indoor games and a "round-the-rock relay race." It was a ding-dong battle with Gambia generally doing very well until, alas, the all-important 1st XI grand finale.

The work-up completed, the ship set off for her first foreign visit of the commission—to Vigo in north-west Spain, accompanied by the destroyers Agincourt and Barrosa. Vigo has a splendid harbour in beautiful surroundings and was always the scene of a fleet visit in the 1930s. The locals take a great interest in the Royal Navy, which is very popular there, and made us very welcome.

Gambia has no Royal Marines band, but for this occasion permission was obtained to embark the band of the Royal Sussex Regiment, who are

astounding properties of the cheaper local wines. Quite a number of the ship's company took advantage of various bus excursions, the most popular being to Santiago de Compostella.

This centre of pilgrimage is steeped in history and affords much of interest for the visiting sightseer, and in getting there proffered a look at typical sights and everyday life of this province of Galicia.

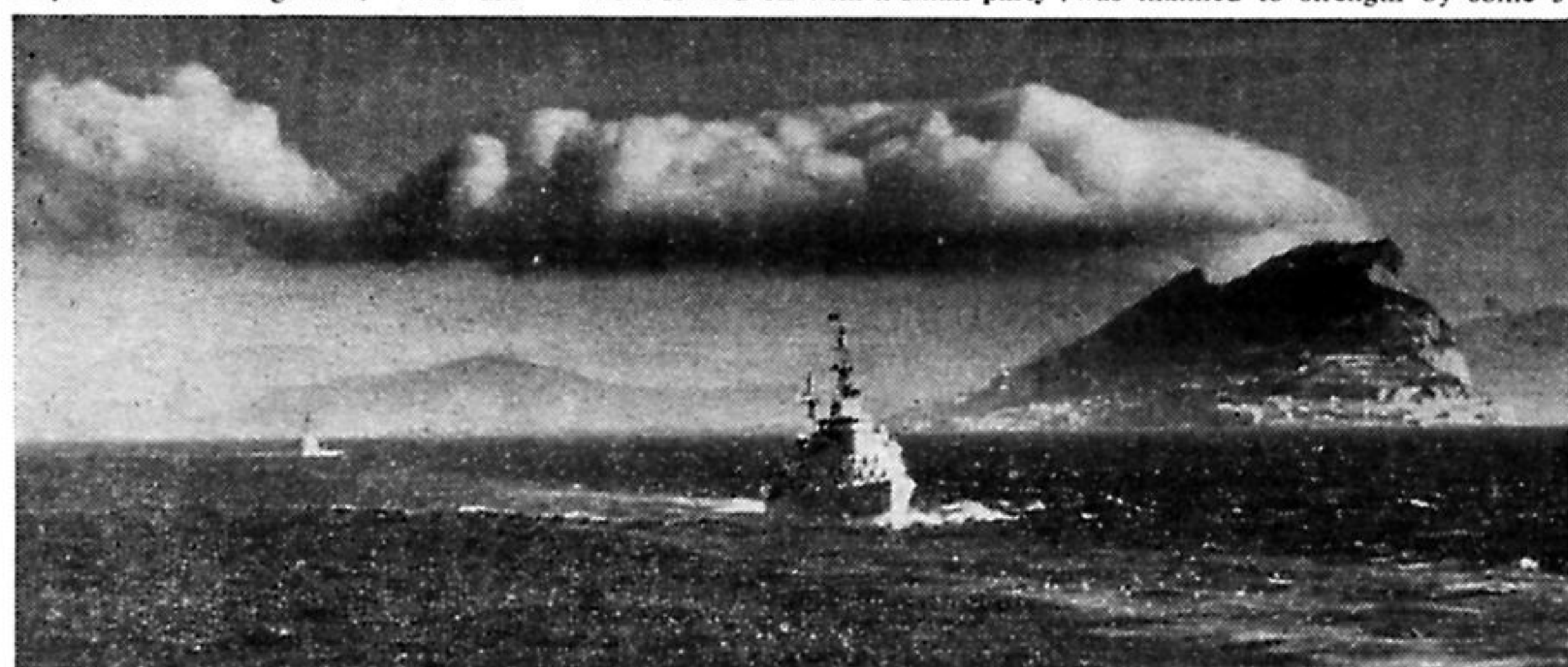
A happy liaison was struck up with the Vigo children's hospital, which started off with a small party

de Ruyter, and also to the French flagship Guichen. A highlight of one evening was a spirited display of Spanish dancing by a team from the Panama night club, who entertained an audience of French and British officers on the quarterdeck after dinner.

Exercise "Dawn Breeze," during which exercise Dawn Breeze, during which an inter-part tug of war was fought out round "Y" turret. The exercise finished amid smiles from the large number of southerners as the ship headed for Portsmouth for a week's stay before going on to her base at Rosyth. On sailing from Portsmouth it was hoped to take some of the ship's company's families for a trip in the Solent, but fog delayed the sailing and a tea party onboard had to be substituted for the outing.

SEA CADETS ON BOARD

The voyage to Rosyth was made with one watch on leave, but the ship was manned to strength by some 57



This extraordinarily fine picture taken from H.M.S. Victorious shows how the clouds from the Mediterranean side are swept up and over Gibraltar, producing the well-known levante. In the foreground is H.M.S. Gambia leaving "The Rock" to take part in Exercise "Dawn Breeze"

stationed at Gibraltar. They proved popular shipmates and contributed substantially to the success of the visit—beating retreat in the traditional manner in the main square opposite the Vigo Yacht Club—built to resemble the bridge of an Atlantic liner.

VARIETY OF SHELLFISH

For those not afraid of experimenting with food, Vigo provided wonderful varieties of fishes and shellfish. No tummy troubles were reported by the gourmets from the Wardroom—they attributing their immunity to the

of officers and ratings visiting the wards. When the ship left two days later a farewell firework fusillade was fired from the hospital veranda, to which Gambia replied with a colourful broadside of signal rockets.

SPANISH DANCING

The return passage to Gibraltar was made in rough weather which prevented the band from giving their usual lunch hour concert, but did not interfere with a day's exercises planned with the Dutch training squadron. At Gibraltar Gambia acted as host ship to the Dutch flagship

sea cadets, C.C.F. cadets and sons and brothers of the ship's company. These youngsters made themselves very useful and performed all manner of duties including steering the ship and firing the Bofors guns.

When the ship arrived at Rosyth rumour had it that the Captain had found one true Scot to recruit and that any moment the piper will be on board (a long outstanding vexation was having to borrow a piper for the ceremonial entry and exit from Scottish ports). Whatever the Sassenach majority onboard may think of the pipes, they all agree that at football matches even a single piper can drown a lot of opposition.

Surg.-Lieut. is new helmsman of the Royal Bluebottle

THE Royal Navy Sailing Association intends to carry out the following programme of representative events during the season—June 23, 24: Inter-Command Championship, Mermaid class at Seaview; June 29, 30: Inter-Command Championship (Claude Barry Cup), R.N. Dinghy at Portland; July 11: A.S.Y.C. Inter-Club Championship (R.Y.S. Gold Cup), Mermaid class at Seaview; July 12: Inter-Service Championship (Coningham Cup), Mermaid class at Seaview; September 5, 6: Inter-Command Championship (John Illingworth Cup), Firefly class at Chatham; September 26, 27: Britannia R.N. College v. Royal Navy, Firefly class at Dartmouth; October 3, 4: Inter-Services Team Racing Championship, Firefly class at Chatham.

R.N.S.A. Regattas are: June 10, Nore Branch; June 27, Portsmouth Branch; July 18, Plymouth Branch; July 18, Portland Branch (in combination with Weymouth and Castle Cove Sailing Clubs); September 12, Clyde Branch.

Inst. Capt. W. H. Watts, R.N., is to continue to serve in the role of Navy Selector for the season. Those yachtsmen (ocean racers, round the buoy experts in keel boats and dinghies of all classes) who have reason to believe that their names do not appear in his records should report their experience to him without delay in writing to Room 734, Queen Anne's Mansions, London, S.W.1.

DIVIDEND EXPECTED

Lieut.-Cdr. Merryn Fairbank has been appointed skipper of the Ports-

mouth Command 100 sq. metre training yacht Marabu for the second year in succession. This continuity is expected to pay a dividend in the shape of racing results and improved availability of the boat for training purposes.

Surgeon-Lieut. R. R. A. Coles has been appointed helmsman of the Queen and H.R.H. Prince Philip, Duke of Edinburgh's Dragon class yacht Bluebottle. He takes over from Lieut.-Cdr. Alastair Easton, who has been in charge of the boat for the last two years and has now left the Service to start a career of yacht brokering on the River Hamble.

Ross Coles is 31 years old and has been associated with sailing and racing for most of his life. His experience of Dragons goes back to his days at Cambridge, where he was captain of the University Sailing Team. He followed this up by winning the Inter-University Championship for St. Mary's Hospital on the Clyde in 1951. He has wide experience in a variety of other classes.

Racing for the Portsmouth Command Sailing Association he won the Association of Service Yacht Clubs Gold Cup in Mermaids at Seaview in 1957. He was also a member of the winning Royal Navy team in the Inter-Services Mermaid championships in 1957 and was again selected for this event in 1958.

Bluebottle's new helmsman has been active in Finns during the last two seasons. This single-handed class has been selected to compete in the 1960 Olympic Games. He has also a good deal of off-shore experience, which is not surprising considering that he is the son of Adlard Coles, the well-known yachting author, ocean racer and designer of the Cohoe series, one of which won a trans-Atlantic Race.

Have YOU a personal problem . . ?

ASK JOHN ENGLISH

John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

Could you please clarify for me the position of the Education Grant and Income Tax deductions.

The Education Allowance is credited on the ledger and is included, as you are serving at home, in your total income of tax purposes. The rate at which you pay tax follows the normal rules and depends on your total taxable income and your allowances. Even though you pay the school bills from your taxed income before you get the Allowance, you are not being taxed twice on this amount.

I am an ex-leading writer and would very much like to trace some of my old shipmates. Can you help me in this matter?

A handbook giving a list of members, active service and on pension and their addresses, is issued to members of the Royal Naval Writers Benevolent Association and I suggest you write to the General Secretary, Mr. F. G. Latham, of 13 The Hillway, Portchester, Hants, who I am sure will be very pleased to hear from you.

I would like to find out my seniority date as a Petty Officer. I was rated Petty Officer in April, 1951, and "took my 12" in December, 1955. I rejoined in March, 1956, as a leading rate and was rated Petty Officer again in June of the same year. However, in December, 1956, I was disrated to leading rate but was rerated Petty Officer again in June, 1958.

I imagine the date you require is your seniority date for advancement purposes. In that case your time as a Petty Officer before you were released in December, 1955, no longer counts, and your seniority is now some time in December, 1957—that is, your original June, 1956, seniority post-dated by the 18 months you spent as a leading rate after disrating. If, however, you want your seniority, say, to determine your eligibility for Scale (A) Pay, you may count all your time as a Petty Officer, which would make it about April, 1953.

We should be glad to know whether the new family pensions apply to ALL Naval pensioners, irrespective of how long they have been drawing pensions.

I can confirm that the future family pensions will only be paid to widows whose husbands were serving, or were in receipt of pensions, on November 4, 1958. Therefore it is not the date one is pensioned which is the governing factor, but the date of death of the pensioner.

I am an Acting Petty Officer Electrician (two years) serving a seven-and-five-year engagement. My seven years' service is nearly over and at present I am undecided about leaving the service. Could you please tell me what is the latest I can re-sign without losing my present rating and if it is possible to change to a nine-year engagement.

It is of course to your advantage financially to transfer from your Special Service engagement to a nine-year engagement as soon as possible: the effective date is the day you put in your request.

If you wish to delay re-engaging as long as possible, the latest date is, in your own interests, for the application to reach the Commodore of the depot from which you were dispersed one week before the end of your terminal leave. If you delay your application beyond that, you may have to be classed as an applicant for re-entry, which may involve serving in a lower rating than that which you held on discharge.

Skills, thrills & pageantry

THAT colourful spectacle, the Royal Tournament, which has thrilled thousands throughout half a century will again be held this year at Earls Court from June 3 to June 20.

Apart from the Royal Naval Field Gun Competition between teams from Chatham, Devonport, Portsmouth and Air Commands, and which has become a traditional part of the Tournament, the Royal Navy will present a Battle of Nuclear Submarines, and the King's Squad, Royal Marines, will show its paces in a masterly drill display.

The combined Women's Services will give a spectacular show accompanied by their own bands.

This year's Tournament by Her Majesty's Armed Forces (for the benefit of Service charities) promises to be as thrilling as ever.



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my 9 years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

*For members of the W.R.N.S. the Pension is £149 a year.



Which will you take?

I'm going for the pension because there's another valuable right with it—I can get a cash advance for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.

—Send this coupon to 246 Bishopsgate, London, E.C.2—

Please send full details of the Progressive Savings Scheme

Name.....

Address.....

Rating or Rank.....

Age next birthday.....

WORST ICE CONDITIONS FOR SEVERAL YEARS SLOW PROTECTOR

An unusual ship on unusual commission in unusual area

H.M.S. Protector, the fast netlayer and target tower, converted for service with the Falkland Island Dependencies in 1955 and now on her fourth commission in Antarctic waters is, contrary to popular belief, not equipped for ice breaking, although she is strengthened against ice.

Her duties involve acting as guard-ship in Antarctic waters and assisting the Falkland Islands Dependency survey teams carry out surveying in the area, in addition to showing the flag to all other nations engaged in Antarctic research.

The main task set the ship this commission has been co-operation with the survey teams in surveying the islands in the South Shetland group and off the Grahamland coast. This task has been carried out in record time with the aid of the "Tellurometer," a recent invention, a sustained effort by all members of the ship's company and survey teams, and non-stop flying round the clock by the ship's two Whirlwind helicopters.

Evidence of the value of the work carried out was soon forthcoming when it was found that errors existed in the previous positions of certain of the islands surveyed. These will now be corrected and in future, all charts will show the exact positions to the nearest foot, so accurate an instrument has the tellurometer proved to be.

WORST ICE YEAR

Other operational visits to the bases in the Antarctic have been hampered by adverse ice conditions in what has proved to be the worst ice year in the memory of the survey teams, but where the ship has not been able to get into, the two helicopters have managed to fly in reliefs, mail and stores to the bases concerned.

One notable achievement was the first mail delivery to the Chilean base on Deception Island in November, long before their own ships could get through the ice to it. The very friendly relations with the Chileans has been enhanced by such actions and a spirit

of co-operation, already existing, has been further cemented.

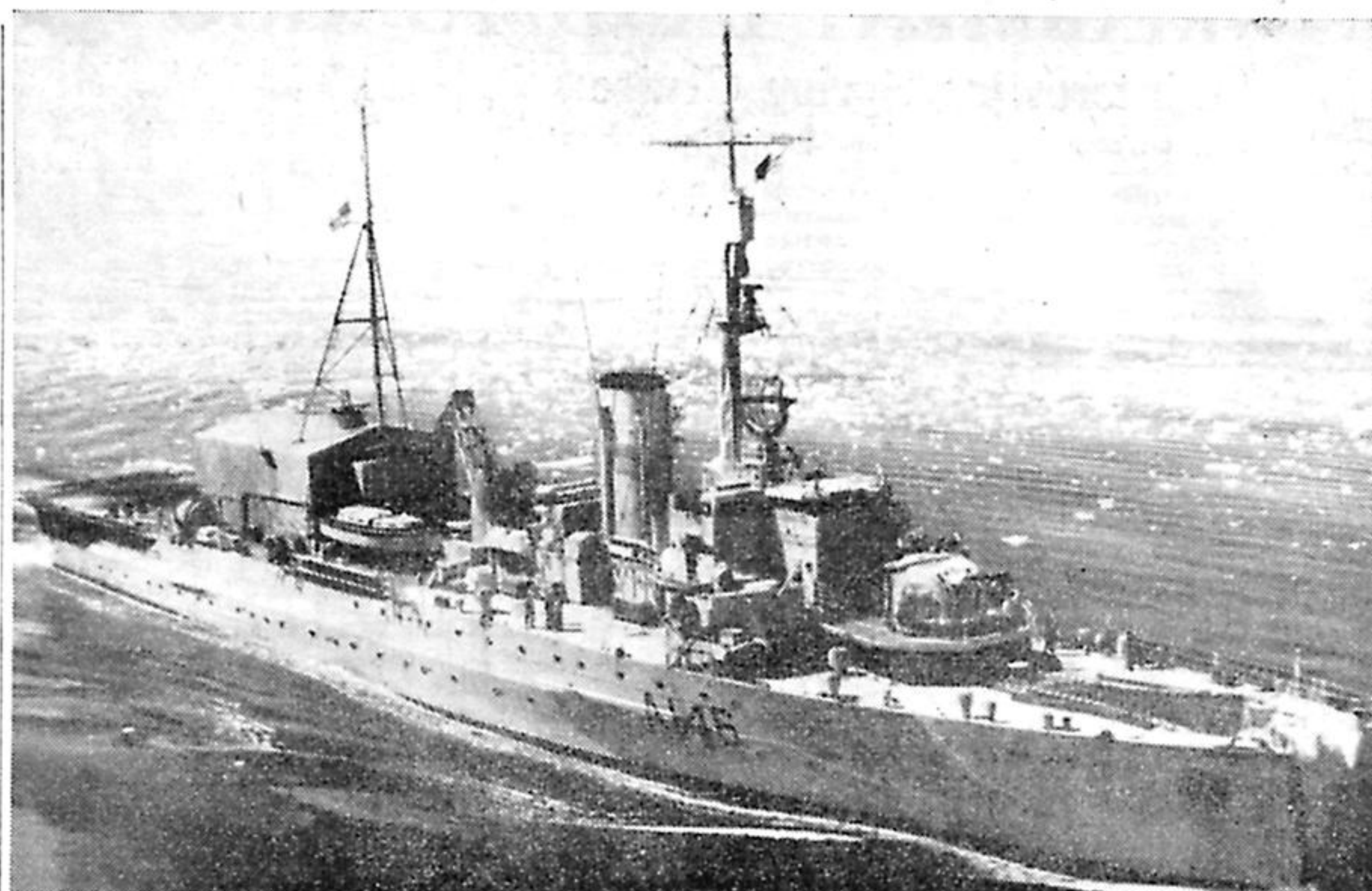
The weather has proved to be very varied, but on the whole, most reasonable for this part of the world, whilst the clear and fresh atmosphere has proved most invigorating. Health of the ship's company has been maintained at a very high level throughout, and it has been found that there are fewer colds, etc., in the Antarctic climate than are normally found in more civilised areas of the world.

The Royal Marine detachment, although not having landed as often as they would have liked, have been disembarked on three occasions to date for snow and ice training, and with a very smart seaman's guard have combined to provide ceremonial guards on three occasions in South America, which have drawn the crowds and deserved much well-earned applause.

Storing and provisioning for a commission such as this is a problem that has been tackled with enthusiasm and solved by an efficient supply department. There are no normal replenishments at fleet bases and everything that is likely to be required has to be carried from the start, and to date we have had very few problems to contend with.

Mail is a bit of a problem at times, but we have the compensation that when it does arrive, it comes in plenty, and we have to start trying to catch up again with correspondence. That also applies to official mail, which can be a headache to all concerned at times, but which is of utmost importance for the good and welfare of all concerned.

To sum up H.M.S. Protector is an unusual ship on an unusual commis-



H.M.S. Protector in the ice of the Gerlache Strait

sion in an unusual area, but all have gained an experience that will be looked back on in years to come without many regrets, and most would not have missed it for all the ice in Antarctica.

Recent film releases

"Tarzan and the Lost Safari" (colour), adventure melodrama, Gordon Scott, Betta St. John, Robert Beatty. "The Captain's Table," comedy, John Gregson, Peggy Cummins, Donald Sinden. "Operation Amsterdam," Second World War Melodrama, Peter Finch, Eva Bartok, Tony Britton. "The Lady is a Square," comedy drama, Anna Neagle, Janette Scott, Frankie Vaughan. "The Proud Rebel" (colour) outdoors, Alan Ladd, Olivia de Havilland, David Ladd. "Andy Hardy Comes Home," small town comedy drama, Mickey Rooney, Fay Holden, Teddy Rooney. "The Tall T," outdoors, Randolph Scott, Richard Boone, Maureen O'Sullivan. "The Decks Ran Red," seafaring melodrama, James Mason, Dorothy Dandridge, Broderick Crawford. "The Guns of Fort Petticoat," Western, Audie Murphy, Kathryn Grant, Hope Emerson. "The Revenge of Frankenstein," horrific, Peter Cushing, Eunice Gayson, Francis Matthews.

Lovely 20-year-old Pat Patterson, nominated as the "Windmill Girl of the Year" for 1958 by Vivian Van Dam, takes part in the new Windmill production which opened on April 20. The picture shows her in the costume she wears for a fast-moving can-can scene. A vivacious brunette with green eyes, married and living in Kensal Green, Pat's favourite recreations are swimming, cycling and skating.

Naval Canteen Service

Manager at twenty-two joins Far East Fleet

"NAVY News" presents a monthly feature concerning N.A.A.F.I. staff serving on board H.M. ships at home and overseas. Accepted and welcomed as members of the ship's company, they all play their part in the day-to-day life of the ships in which they serve. Some 290 Naval Canteen Service staff are employed at sea, ranging from the lone manager on board a minesweeper or frigate to the manager, chargehand, hairdressers and eight or nine canteen assistants to be found on the latest aircraft carriers.

One of N.A.A.F.I.'s youngest canteen managers, 22-year-old Brian F. Best, flew out to Singapore on April 22 to join the Far East Fleet. Canteen manager Best served as an assistant to manager Douglas Jackson on the Royal Yacht, a valuable experience for any young man, for Mr. Jackson has been with H.M.S. Britannia since the Royal Yacht was commissioned. The Best family is still represented on board the Britannia. Younger brother Trevor Best, has taken Brian's place as canteen assistant.

ment—Canteen manager F. R. Smith—arrived back in the United Kingdom in February after a strenuous tour of duty in the Persian Gulf on board H.M.S. Loch Killisport. His departure was marked by a letter of commendation from Comdr. I. J. Davis, Captain of the Loch Killisport, who praised manager Smith for "his very fine service." Mr. Smith, who is 31 and a bachelor, joined H.M.S. Paladin at Chatham in April.

A new canteen assistant on H.M.S. Vanguard at Portsmouth is ex-Marine David K. Davidson, M.M., who joined the Naval Canteen Service last October. He won his Military Medal at Suez. He is 22 and is looking forward to his first overseas posting with N.A.A.F.I.—to H.M.S. Lynx, Simons Town, South Africa.

Congratulations to Harry Foley, formerly canteen assistant on the frigate H.M.S. Salisbury at Devonport. He has been promoted to trainee canteen manager, but will continue to serve for the time being under veteran manager Tommy Holland on board the Salisbury before qualifying for his own canteen.

Genial John Emslie, of Dunoon, Argyllshire, canteen manager on board H.M.S. Narvik, arrived back at N.A.A.F.I. Headquarters, Imperial Court, Kennington, on April 13, after 14 months in the close vicinity of Christmas Island, during which time he witnessed four out of five of the "H" bomb experiments. He and his chargehand, George Hewitt, of Fife, sold £19,550 of goods, including 113,000 cans of beer. The ship's Welfare Fund collected £940 in rebate and the Royal Naval Benevolent Trust received an additional £235 from the canteen trading results. Looking fit and well, John Emslie left for home after reporting to N.C.S. Headquarters, and is now enjoying a well-earned leave.

Two newcomers to N.A.A.F.I. are canteen assistants Jack Payne, of Leicester, and Robert Killeen, of Liverpool, both of whom are now doing their initial training. Payne is serving with H.M.S. Neptune at Chatham, and Killeen, whose older brother, G. A. Killeen, has a shore berth with N.A.A.F.I. at Portsmouth, is a canteen assistant on board H.M.S. Roebuck at Devonport.

pass the word
for
SIMONDS



There's nothing like a good glass of SIMONDS beer for putting you on top of the world.

Ashore or afloat, you can't go wrong if you always steer straight for SIMONDS!

Note to
MESS CATERERS:-
Supplies of
SIMONDS beers
can be arranged at
any port

SIMONDS BEERS ARE BETTER BREWED

H. & G. SIMONDS LTD.,
READING, PORTSMOUTH AND PLYMOUTH, ETC.



NEPTUNE'S SCRAPBOOK



Vice-Admiral Sir Walter Thomas Couchman, K.C.B., C.V.O., D.S.O., O.B.E., was promoted Admiral to date April 30.

Vice-Admiral N. E. Dalton, C.B., O.B.E., has been appointed Director-General of Training to take effect in May, and to be Engineer-in-Chief of the Fleet in continuation.

Rear-Admiral J. P. W. Furse, C.B., O.B.E., has been placed on the retired list to date April 22.

Admiral Sir William W. Davis has succeeded Admiral Grantham as First and Principal Naval A.D.C. to the Queen.

Lieut. David Meredith Edgecombe, R.N., of Melbourne, Australia, has been awarded the M.B.E. (Military Division) and C.S.A. Alan Frederick Edgar Smith, of Erith and L.R.O. Derek William Green, of London, were Mentioned in Despatches for service in Cyprus between July 1 and December 31, 1958.

The Commander-in-Chief, Portsmouth, in a special Order of the Day issued on April 23, commended E.R.A. Thomas Brindley, of H.M.S. Samsonia, and Mr. Thomas McElroy, of H.M. Tug Enforcer, for a gallant action. Mr. Maver fell into the water between H.M. Ships Pincher and Samsonia. E.R.A. Brindley sighted Maver and entered the water, being joined by Mr. McElroy. With complete disregard of their own safety, and with very little light, they located Mr. Maver and got him out of the water. But for a head injury Mr. Maver sustained the brave and gallant action would have saved his life.

H.M. Submarine Trenchant returned to Portsmouth from Malta on April 27. She will join the Fifth Submarine Squadron.

H.M.S. Trafalgar returned to Portsmouth on April 21. During her 11 months in the Mediterranean the ship has been engaged in patrol duties around Cyprus, was in the force standing by during the Lebanon crisis, has visited, among other ports, Palma, Majorca, Haifa and Istanbul. Their Serene Highnesses Prince Rainier and Princess Grace were entertained on board at Monaco. The ship was at Civitavecchia, near Rome, at the time of the death of the late Pope.

H.M.S. Girdle Ness recommissioned on April 28 for a new series of guided weapons trials and will sail for the Mediterranean in June. The ship is commanded by Capt. A. M. Lewis, R.N.

The M.V. George Lyras has been taken over by the Admiralty on charter for service as a Royal Fleet Auxiliary. She is being renamed R.F.A. Appleleaf.

Britannia 317 aircraft are being introduced on the Far East troopship route to Singapore for all three services. This new service will enable the Service Movements Authorities to carry in each flight over 100 passengers (men, women and children) from the United Kingdom to Singapore in some 24 hours, whereas previously the journey time by air has been three and a half days in smaller aircraft. During the flights there will be no overnight stops and the Britannia will stop only three times—Istanbul, Karachi and Bombay.

The next H.M.S. Barham Survivors' Reunion will take place in H.M.S. President on Saturday, September 19. Those wishing to attend should write for details to H. L. Horner, 10 Astbury Road, Peckham, London, S.E.15.



The Commanding Officer designate of Britain's first nuclear-powered submarine, H.M.S. Dreadnought, has already been selected by the Admiralty. He is Lieut.-Cdr. B. F. P. Samborne, R.N., at present at the Royal Naval College, Greenwich, who is on the provisional list for promotion to Commander in June next. The keel for the Dreadnought will not be laid until the summer and its nuclear-power unit is to come from the United States Navy, who are also going to train our first atomic crew.

Largest force in Australian waters since war

ALBION JOINS IN EXERCISES IN THE FAR EAST

A CARRIER based on the Far East Station certainly puts in some sea time. H.M.S. Albion which reached Singapore at the end of March steamed over 12,500 miles in the three months since Christmas. She visited ports in New Zealand, Australia and Tasmania. In many of these ports Albion's arrival marked the first appearance of a British Aircraft Carrier since the war. Everywhere the hospitality was almost overwhelming.

The first port visited on the Australian continent was Sydney, where the force stayed for 10 days; the longest stop since Hong Kong. Full use was made of this period to carry out a limited self-maintenance. Squadrons were disembarked to Nowra—the R.A.N. Air Station some 100 miles out of Sydney—where they were able to continue their flying exercises.

CHILDREN'S PARTY

On the lighter side of things a children's party, given for some 500 youngsters, was a big success. Swings, roundabouts, slides and sidesteps were erected on the flight deck and the hangar, still partly rigged for the large dance held the previous evening, became the unusual meeting place of sticky buns, pirates and children.

A few days later, at sea again, exercises were carried out in the Jervis Bay area with H.M.S. Telemachus, one of the British submarines operating in the Australian area. In the days which followed before Albion entered Melbourne, the Flag Officer, Second-in-Command, Far East Station, who was flying his flag in Albion, inspected divisions and messdecks.

This portion of the cruise was marred by the first fatal aircraft accident since the ship commissioned. This occurred when a Sea Venom crashed shortly after take-off.

After a five-day stay in Melbourne, Cossack going to Adelaide instead, Albion sailed for Fremantle, where she joined up with H.M.A.S. Melbourne, H.M.A.S. Voyager, H.M.N.Z.S. Royalist, H.M.S. Cossack, H.M.S. Cheviot, H.M.S. Chichester and the Royal Fleet Auxiliary's Olna, Reliant and Resurgent.

This force constituted the largest which has exercised in the Australian area since the war. The weather off the Great Bight of South Australia was unsatisfactory, but the exercises were of great advantage.

NOT ALL WORK

Early in April, the exercise "Sea Deamon" took place when the entire Far East Fleet was joined by units of the United States, Australian and New Zealand Navies.

It has not been all work in Albion. Christmas and New Year's Eve were spent in Hong Kong a veritable paradise for the Christmas shoppers. After leaving Hong Kong Albion crossed the Equator about 500 miles north-east of New Guinea on January 14 and the usual "Crossing the Line" ceremony was held—but with a difference. King Neptune arrived by helicopter and no fewer than four teams of barbers, bears and bath water were in constant use initiating those who had not crossed the line before and reinitiating those who had.



A grand party for Hong Kong youngsters in H.M.S. Albion



In new number ones, or a smart pair of sports trousers, you can tell right away when Jack has been to Willerbys. Why not call in yourself? There's a wonderful range of cloths and styles to choose from, in both made to measure and ready to wear clothes for men and women. You'll like the helpful service, and the reasonable prices, and you can pay by allotment if you wish. If you'd like to know more about Willerbys, see Mr. Brian Guttridge or Mr. S. P. Dunkin, our naval representatives, when they visit your establishment. Alternatively, drop us a line, or call in when you're next on shore. We shall be pleased to let you have a copy of the leaflet describing the 'Willerby Way'.

BETTER TAILORING
at WILLERBYS
(By allotment if you wish)

28-30 OXFORD STREET, LONDON, W.1, AND AT
82 ROYAL PARADE, PLYMOUTH. 111 COMMERCIAL ROAD, PORTSMOUTH.
5 LONDON ROAD, NORTH END, PORTSMOUTH.
228 HIGH STREET, CHATHAM. 20 ABOVE BAR, SOUTHAMPTON.

And branches throughout Britain.

Yeovilton sailors ride with the local hunt



Two members of the Saddle Club see that their mounts are suitably (?) provided for

A RECENT innovation at Yeovilton is the Saddle Club formed in October, 1958, and now thriving and expanding. Funds were originally raised from the Nuffield Trust and Station Welfare and Mess Funds. The club is now the owner of six horses and the appropriate equipment.

It is supported by a wide cross-section of the station complement ranging from sailors to N.A.A.F.I. girls. Of the large number who join for the novelty, a healthy percentage become regular users and some sailors have now progressed sufficiently to ride with the local hunt.

The Parliamentary Financial Secretary to the Admiralty, Mr. C. I. Orr-Ewing, visited R.N.A.S. Yeovilton recently on his way back to London from a series of visits to Naval Establishments in the Plymouth area. He was shown round by the Commanding Officer (Capt. D. B. Law, M.B.E., D.S.C.). To round off the visit he was taken for a helicopter flight over the area, piloted by the Flag Officer Flying Training, Rear-Admiral D. R. F. Cambell.

That the Parliamentary Secretary was suitably impressed by the N.A.A.F.I.'s latest venture—the Heron Club for junior ratings—was demonstrated by his remarks in defence of N.A.A.F.I. during the debate on the controversial bookstall in Devonport Barracks, when he is quoted as saying: "Last Saturday I went to a new type of N.A.A.F.I. at the R.N.A.S. Yeovilton. I thought it first class and it is widely supported." Heron sailors and Wrens would agree with him.

A.M.P. SOCIETY

FOR LIFE AND ENDOWMENT ASSURANCE WITH
LOW PREMIUMS—GOOD BONUSES
LIBERAL CONDITIONS

Naval Personnel normally accepted with War and Service risks covered

AUSTRALIAN MUTUAL PROVIDENT SOCIETY

Head Office for the UNITED KINGDOM

73-76 KING WILLIAM STREET, LONDON, E.C.4

Assets £400,000,000

For service in the Portsmouth area contact Mr. W. D. Steyn, 374 London Road, PORTSMOUTH, Hants. (Telephone No. Portsmouth 60551)

Royal Yacht Completes Second World Tour

NINETY DAYS AT SEA

Friendliness the keynote from
India to Panama

(BY OUR SPECIAL CORRESPONDENT)

NOW that the Royal Yacht is on the last lap of her four-month cruise, it seems a good time to say "Hallo" to readers once again. Since leaving Portsmouth on January 7 we have steamed some 30,000 miles, and during our 123-day absence spent about 90 days at sea. We have also circumnavigated the globe for the second time in our comparatively short career.

Readers of "Navy News" will be fairly familiar with such ports of call as Gibraltar, Malta, Aden, Singapore and Hong Kong, but possibly not quite so familiar with such places as Vizagapatam on the east coast of India or the islands of the Western Pacific. Perhaps therefore a few lines about these places will not come amiss.

Vizagapatam is 300 miles south of Calcutta and it was here that we spent nine days getting the yacht right up to "scratch" prior to embarking His Royal Highness The Duke of Edinburgh at Rangoon. Visits to Indian ports are few and far between since India attained her independence, and we were looking forward with some curiosity to the event. On arrival we secured alongside the jetty forming part of I.N.S. Circars, which is the boys' training establishment.

The town of Vizagapatam was rather disappointing and did not offer much in the way of a run ashore, and the hospitality of Circars was therefore doubly appreciated. They did everything possible to make our stay pleasant and in few places have we met with such an atmosphere of friendliness and good will. A great many sporting fixtures were held, and these were climaxed by a small regatta on the day of our departure.

Those of us who slept on the upper deck were awakened at the crack of dawn each day by the creaking of oars and the calls of the coxwains as they urged their crews on. They trained with such fanatical gusto that we feared the worst.

However, on the big day the Royal yachtsmen acquitted themselves very well and won three events out of five. To mark the occasion Vice-Admiral P. Dawnay presented a silver cup to Circars to be known as the Britannia Cup. This was clearly very much appreciated by our Indian hosts.

DEVELOPMENT SCHEMES

While at Vizagapatam, a number of the ship's company availed themselves of the opportunity to take a few days' leave and this was spent in a place called the Araku valley. The

latter was some 4,000 feet up in the mountains and was an area devoted to agricultural development and associated training schemes. Apart from anything else it was nice to get into a cooler atmosphere, and the development schemes were certainly very interesting.

India's great problem is to raise the standard of living by education, and by exploiting every possible asset. In Araku they were experimenting with all manner of fruit and vegetable growing, cattle-breeding, silk production and were also training blacksmiths, carpenters and other artisans who would eventually go back to their own villages as useful assets to the community.

The Indian Government obviously has a huge task before it, and this is not lightened by the many prejudices which tradition and religion have fostered. Even in Araku, where the success of many developments had been clearly demonstrated, many of the locals were reluctant to drop the traditional ancient methods.

While we were in the valley we made several visits to outlying villages and were invariably entertained with native dancing and singing.

At one village we were asked to return the compliment, and "Jack," ever willing, put on a demonstration of the "Hokey-Cokey," "Palais Glide" and "Gay Gordons"—non-dancers providing choral accompaniment. This was followed by "I Belong to Glasgow" and "You are my Sunshine," sung with great gusto. Language difficulties prevented us from assessing reactions to this brand of entertainment, but we were not asked for an encore!

GOOD-BYE TO BRIGHT LIGHTS

After Vizagapatam came visits to Rangoon, Singapore, Sarawak, Borneo and Hong Kong and the usual runs ashore one associates with these places. After Hong Kong, however, it was a case of "good-bye" to civilisation and bright lights, as we headed towards the islands of the Solomons, playing a rather anxious game of hide-



and-seek with tropical storm "Sally" on the way.

The islands which we visited in the Pacific included those of the Solomons and of the Gilbert and Ellice group, and it must be said that they were as lush and evergreen as authors describe. After viewing so many golden beaches fringed by swaying palms, your correspondent mightn't be so enthusiastic about Brighton beach in future. However, there was not much more than scenic attractions to interest us, and really very little to go ashore for, other than to have a quick look around.

We spent Easter Saturday at Ocean Island, which is the most important economic asset to the Gilbert and Ellice group, for it produces 300,000 tons of phosphate a year for making fertiliser, and shortly afterwards enjoyed the doubtful privilege of two Easter Mondays, resulting from the fact that we had crossed the International Date Line. Altogether we visited 10 islands in the Pacific, where fishing and swimming trips were probably our most popular pastimes.

Scarce as our opportunities for a really good run ashore were, one could not help but be struck throughout by the friendliness of the people. Everyone had a wave and a smile for us, and it was obvious that we were held in high regard. The visit of the Duke of Edinburgh was for many islanders the greatest event in their lives, and at one island, Vaitupu, the natives had even deferred their Christmas festivities until the day after the Royal visit.

Only a few of us managed to venture ashore at Vaitupu, for it entailed an exciting dash through the surf in an open native canoe. Once on land, however, the most friendly islanders welcomed us and a surprising number of them spoke English too.

A "grand feast" was arranged for the Duke of Edinburgh which some of us attended. We sat on a mat-covered coral floor while native girls placed dishes of sucking pig, chicken and other delicious island foods before us, then came singing and dancing. All too soon it was time to go, but the delightful strains of native music followed us all the way back to the yacht. None of us will ever forget the warm-hearted welcome at that paradise island.

CHRISTMAS ISLAND

Visits to such places as Tarawa and Guadalcanal brought back memories of the bitter fighting in these places during the Second World War, and one could still see evidence of this as one looked around. The islanders were, of course, staunch friends during the war and this points to the success of the British administration in these remote islands.

Our final port of call was Christmas Island, well known to all for the H-bomb experiments which have been taking place there. From a distance the island looked the same as all the others, and then as one got closer one could see the buildings and tents clustered about the jetty at Port London, through which all supplies pass.

A drive through the island reveals well-built roads and finally the main camp where one finds all the services

Crossing the Line in the Pacific. About to receive initiation is Sir Alexander Grantham (ex-Governor of Hong Kong, ex-High Commissioner, Western Pacific). His Royal Highness and Admiral of the Fleet Lord Fraser are delighted onlookers

necessary to maintain a mixed population of some 3,000 Service men, drawn from all three Services. The island for the most part is not as barren as I had imagined, most of it being covered by coconut plantations and scrub, except towards the forward area, which resembled a desert.

The nearest civilisation to Christmas Island is found in Honolulu, 1,000 miles away, and it is from here that much of the foodstuff is flown. Service men on the island also have the opportunity to fly up to Honolulu for leave, which must make a most pleasant if rather expensive change.

At the time of writing we are halfway across the 4,700-mile stretch separating Christmas Island and Panama, and looking forward very much to a return to civilisation. There is no doubt that the cruise has been

a great personal success for the Duke of Edinburgh, and that the people of these lonely islands will long remember 1959 as a very special year. We feel, too, that it has been a most successful cruise for Britannia, and one that has once again proved her worth. The prestige value on a cruise of this nature cannot be overestimated and has formed a great impression on all those who have had the honour of serving on board.

After a brief spell at home we shall be off to Canada in early June, where Her Majesty The Queen, accompanied by the Duke of Edinburgh, will inaugurate the opening of the St. Lawrence seaway. We are looking forward to this visit very much and hope to have the opportunity of telling you something about it in a later issue.

R. L. D.

Nore Command Drama Festival Won by Royal Marines, Deal

THE Nore Command Drama Festival was won by the Depot, Royal Marines, Deal, who presented "The Young Elizabeth" by Jennette Dowling and Francis Letton. The play was beautifully produced and directed. All the costumes for the women players had been made by the wives of the Royal Marines serving at Deal.

The set was skilfully constructed and seven different settings were produced by the moving round of various parts of the scenery. The music, recorded by the Orchestra of the Royal Marines School of Music, was specially composed for the play by Vivian Dunn whose daughter played the leading role of Elizabeth. The play was produced by Joan Lee.

The Royal Naval Barracks, Chatham, with John Van Druten's "Bell, Book and Candle" and the Royal Naval College, Greenwich, with "The Winslow Boy" by Terrence Rattigan tied for second place.

The Festival opened on March 16 with a production of "Hay Fever" by Noel Coward, presented by the W.R.N.S., H.M.S. Dauntless, in conjunction with R.E.M.E., Arborfield, at Burghfield. Others taking part were H.M.S. Ganges, who presented "Saloon Bar" by Frank Harvey, and the Reserve Fleet, Chatham, who presented "Outward Bound" by Sutton Vane.

The main parts in "Bell, Book and Candle" were played by Second Officer G. Archer, W.R.N.S., and Cdr. G. Meller, R.N. The producer was Cdr. J. Drake, who also played a part.

The "Winslow Boy" at the Royal Naval College, Greenwich, was produced by Cdr. P. Osborn, and the main parts were taken by Professor John Bullocke and Third Officer Daniel. This team had the misfortune to lose one of their actors who had to undergo an operation for appendicitis and the part of the Winslow Boy was taken over at very short notice by Lieut. C. Farley-Sutton, R.N.

The Adjudicator for the Nore Command was Mr. Cecil Bellamy. Mr. Bellamy is well known as an adjudicator and has travelled to many parts of the world in this capacity. In 1957 he adjudicated the Dominion of Canada Drama Festival, the entries for this being professional as well as amateur. During this festival Mr. Bellamy visited every province of Canada in a tour lasting over three months. Mr. Bellamy has also judged festivals in Germany and Gibraltar and has travelled to Turkey and Hungary on behalf of the British Council to lecture on the English Theatre.

The final adjudication for the Nore Command took place in the Royal Naval Barracks, Chatham, on March 24, after the presentation of "Bell, Book and Candle." Mr. Bellamy announced the winning team and gave a general summing up. The Nore Command Drama Festival Challenge Cup was presented to the Depot, Royal Marines, Deal, by the Commander-in-Chief, Vice-Admiral Sir Robin Durnford-Slater, K.C.B.

Naval helicopter station opened at Portland

THE first Service Helicopter Airfield in the United Kingdom was opened on April 24 at Portland by the Commander-in-Chief, Portsmouth (Admiral Sir Manley L. Power).

The R.N. Helicopter Station, Portland, will be used as an operational flying school and for various trials. The station's first squadron will be 815 Squadron of Whirlwind helicopters which was previously stationed at R.N. Air Station, Eglinton.



Now, more than ever...

**"You should bank with
the Westminster too!"**

Right from its inception, the popularity of the Westminster Bank Personal Loan Service has been beyond any doubt. The steady flow of enquiries and applications at our branches has proved that this modern way of borrowing money has made an instant appeal to our existing customers and has brought in a substantial number of new ones.

There are many uses for the Westminster Bank Personal Loan Service and many attractive features connected with it, whilst the conditions are both simple and reasonable. If you are a private customer of the Westminster Bank already, the Manager of your local branch will be delighted to discuss them with you at any time. And if you are not, remember this: the sooner you open an account, the sooner you may be able to take advantage of this most helpful service. Ask your nearest Westminster Bank branch for a copy of the descriptive leaflet today.

WESTMINSTER BANK
PERSONAL LOAN SERVICE
is available to every customer

WESTMINSTER BANK LIMITED, 103, COMMERCIAL ROAD, PORTSMOUTH

WHAT'S IN A NAME?

THE Admiralty decision to change the name of the station at Lee-on-Solent from H.M.S. Dædalus to H.M.S. Ariel seemed so unlikely when it was rumoured some months ago that most people pooh-poohed the idea.

It is, however, to be effected and the decision will be received with disappointment by not only the people now in Dædalus, and the inhabitants of Lee-on-Solent, Gosport and Portsmouth, but also by the hundreds of thousands of men who passed through H.M.S. Dædalus since it was so named in 1939 upon being taken over from the Royal Air Force.

Dædalus was the character in Greek mythology who was considered to be the personification of craftsman's skill.

Condemned to death by the Athenian Council, he escaped to Crete and was given protection by King Minos. Dædalus, however, so enraged King Minos that the king imprisoned him and destroyed all boats and means of escape from the island by sea. Cunning craftsman that he was, Dædalus built wings for himself, and his son Icarus, of wax and feathers and flew to Italy. The son Icarus, however, was not so fortunate for he flew so near to the sun that its rays melted the wax and he fell into the sea and drowned.

H.M.S. Dædalus or H.M.S. Dead-loss, as it was so often affectionately termed, has been the "home" of the Fleet Air Arm for so long that its removal from the Navy List seems most unfortunate. The pronunciation of this name in the service has varied with the various generations who have used the station. To the purist it was always "Day-a-dar-loose," to others it was "Day-dlus," and to others "Day-dal-us." In the days of Cdre. E. C. Thornton he issued a memorandum that the pronunciation to be used was "Deed-alus" and this pronunciation is the most generally used today.

H.M.S. Ariel, of course, is a most appropriate name for the function of the Air Electrical School but it is felt that the change of name (the "Arielites" will doubtless disagree) will not be used by the Fleet Air Arm and local inhabitants for many years to come.

Ship's Company of Terror have gay time

THE sophisticated Adelphi Hotel in Singapore thundered crazily with excitement when 300 feet responded to stirring music by the Royal Marine band and three talented representatives from H.M. Ships Cavalier, Mounts Bay and Terror on April 4.

For this was a Ship's Company dance, sponsored by H.M.S. Terror, and everybody was bent on having a gay time. Captain and Mrs. E. J. D. Turner arrived in a flurry of flashbulb and bouquet-presenting preliminaries, and smilingly seated themselves at a table occupied by Commander and Mrs. D. E. Barton.

While they were suitably looked after they spoke appreciatively of the attractive Chinese decorations, the balloons affixed to the ceiling, the imaginative layout of the ballroom in general and the happy faces whirling past their table, there was laughter in the smoke-filled air and Tiger Beer on the tables!

"I've enjoyed myself thoroughly," said the Captain.

Credit for this rumbustious event should go to the organising committee, supervised by Sub-Lieutenant E. T. Colville, who did a marvellous job which was enjoyed and appreciated by all.—RUDYARD OTTER.

H.Q. units, R.N.R.

The following names have been approved for R.N.R. Headquarters Units: R.N.R., Northwood, H.M.S. Northwood; R.N.R., Portsmouth, H.M.S. Southwick; R.N.R., Plymouth, H.M.S. Vivid; R.N.R., Rosyth, H.M.S. Scotia.

Work Study in a Nutshell — Applied Common sense

THE SAILOR SAYS "IT'S JUST A CASE OF USING YOUR LOAF"

FOR many years time and motion study has been used with considerable good effect in industry. In some ways it may be considered to be the beginning of automation, and apart from saving money—always a praiseworthy aim in any walk of life—it has meant the saving of time, materials and labour with the consequent reduction in costs.

Work study has now come to the Navy. The elimination of bottlenecks, improvements in machines and so on have always been part and parcel of the day-to-day duties of officers and men and in this sense work study is not new, but what is new is the training of officers and men in the technique of observing ALL the facts and analysing them, and so deducing a method of doing a particular job in such a way that the efficiency is not impaired, and may even be increased, and at the same time may result in a saving of time, money and/or men.

As great an aim—possibly even greater—is to engender in officers and men a feeling that each one has a worth-while job to do—that there is no stretching out of a job to fill in the day—with a consequent improvement of morale and a sense of achievement.

MORE SHIPS AT SEA

As Admiral of the Fleet the Earl Mountbatten has said, the saving of men's time and the men themselves and the reducing of the costs of ancillaries would enable the Navy to have more ships at sea, and this is, of course, a considerable aim. This business of saving time, money and men is not the whole aim of work study in the Navy. In the past—and for that matter even today—there are many jobs and routines in the Navy which cause queues, time wasting, and consequent frustration of those affected. To remove these frustrations is a worth-while aim in itself.

During a recent study in a training

establishment it was found that upon joining ratings had to visit 19 different offices and the length of journey was about three and a half miles' tramping from office to office, door to door, and the time it took was 15 hours. Careful analysis by a study team provided an efficient answer and saved nine hours on the joining routine and three miles' tramping. As the intake of men runs into hundreds a week, the man-hours savings are obvious.

WORK STUDY SCHOOL

How does work study function in the Navy? In the Naval Barracks at Portsmouth is a work study school and in this school work study teams—volunteers—are training to apply careful analysis of the facts that they have gathered while studying a particular problem.

Once trained, the teams are allocated to various commands and, when a Commanding Officer of a ship or establishment feels that a work study of a particular problem of his is merited, he applies to the Commander-in-Chief for a team to study the matter.

When a team is allocated to a ship or establishment it becomes part of the ship. The Captain presents his problem to the officer in charge of the team stating its terms of reference, finance limitations and so on.

The team then consults heads of departments and with them the people actually doing the job, collects all the facts and figures and, with the co-operation of the head of the department, a report is made to the captain. This report gives conclusions and recommendations.

AN AGREED REPORT

The conclusions cannot be altered, but the Captain may not accept some of the recommendations. Eventually an agreed report is sent by the Captain to the Commander-in-Chief, who will take such action as is considered necessary.

At the same time the officer in charge of the work study team sends a copy of the report to the Director of Work Study at the Admiralty.

During a recent film on the Navy and work study, one man who used to have to spend many precious minutes queuing up for his food and who found as a result of the visit of a work study team that his queuing time had been cut to approximately nothing, remarked that it was simply a case of "using your loaf." This is work study in a nutshell. It is applied common sense.

In addition to training work study teams, the Work Study School runs acquaintance courses for officers. As more and more officers undergo these courses, there will be in the Navy a body of people who have become "work study minded" and, by "using their loaf," can suggest alterations to existing routines or if they cannot provide the answer to a particular problem themselves, can get a work study team to analyse the problem and perhaps provide an answer.

EXCELLENT RESULTS

Work study teams have already achieved excellent results. They have had their failures, too, but on balance have done, and are doing, a very useful job of work. Commanding or other officers are already making excellent use of the teams, and it is understood that each Commander-in-Chief has enough applications from Commanding Officers to keep the various teams in action for a long time to come. It cannot be too strongly emphasised that although the saving of time, money and men is a very desirable job, the main function of work study is a more efficient Navy.

HELICOPTER SQUADRON ACHIEVES EARLY SUCCESS AT CULDROSE

Holder of No. 2 pilot's licence inspects modern aircraft

Promotion from Sgt. to Lieutenant R.M. abolished

The direct promotion from Sergeant to Lieutenant, R.M., has been abolished and greater use is to be made in future of junior S.D. List Officers in General Duty appointments. The examination for promotion to the S.D. List has been made less specialised and concentrates less on administration. Full details are given in A.F.Os. 884/59 and 885/59.

THE spring term at R.N. Air Station, Culdrose, opened with the arrival of two "newcomers"—705 Squadron and the School of Aircraft Handling—both from Lee-on-Solent. Judging by their first impressions, complaints about a more-than-average rainfall, one was led to believe it never rained in Hampshire!

The term's most outstanding achievement occurred on March 11, when the Vormann Rass, a German vessel of 1,000 tons, reported a serious outbreak of fire two miles off Start Point. A request for helicopter assistance was answered by 705 Squadron. A Mark I Whirlwind, piloted by Lieut.-Cdr.

Oldham, arrived on the scene at 1645 and, despite rough weather and a heavy swell, managed to transfer a Naval fire fighting team from H.M.S. Acute to the burning ship, whose engine room and after part had been gutted. When the fires had been extinguished, a tow was passed by helicopter from H.M.S. Acute who, at 1915, signalled that everything was under control, with the Vormann Rass in tow for Plymouth.

On January 12, Predannack airfield, once a R.A.F. station, and recently used by Messrs. Vickers for high-speed aircraft research, was reopened as a satellite of Culdrose for helicopter pilot training (705 Squadron), and in its first two months over 500 sorties were flown.

In February, the holder of No. 2 pilot's licence, Mr. Albert Batchelor, an 89-year-old local resident, was invited to visit Culdrose and inspect Dragonfly and Whirlwind helicopters. Mr. Batchelor, who is a founder member of the Aero Club, built his own aircraft in 1908, and at the age of 70 flew 55,000 miles round the world. Only the outbreak of war made him give up flying his own aircraft.

Other visitors in February were 32 Falmouth Grammar School boys, who underwent a comprehensive tour of the station as a practical means of furthering their scientific education. Their visit was filmed by the B.B.C. for Children's TV.

As the sole representative of Naval sport in West Cornwall, the season has been busy, although not always successful. At hockey, cross-country running, badminton and squash, impressive victories have been recorded, but in both brands of football fortunes have fluctuated. Leading Wren Robson is to be congratulated on her remarkable performance as a member of the R.N. Women's Rifle Team when she scored five separate possibles with five successive cards in a shoot against the Portsmouth Ladies' Club.

SEA CADET CORPS NEWS

Sea makes everyone work for the community

"I CAN think of no place which is as good as the sea in making everyone work for the benefit of the community," said the Senior Naval Officer of Northern Ireland, Captain C. R. L. Argles, R.N., when addressing the Londonderry unit of Sea Cadet Corps at the annual presentation of trophies in the British Legion Hall, Waterside, on April 3.

Speaking to the parents Captain Argles said there was nothing so good for a boy as having plenty to do to occupy his spare time. That sort of thing was provided by the Sea Cadet Corps and particularly the Londonderry unit, which had a drill night once a week and week-end facilities for boating were also available.

"The Sea Cadet Corps fosters a spirit which will be of help to those who join when in later life they grow up into decent men," said Captain Argles.

"The number who go into the Royal Navy," continued Captain Argles, "is very small. I would like to suggest to you that it is a life worth considering. I have been in the Royal Navy for some years now and if I had my time all over again I would join immediately. It's a worth-while job which nowadays compares very favourably as far as pay is concerned with the shore."

Concluding Captain Argles congratulated all those who had worked

hard to make the unit a successful one. He also congratulated those who had won the various cups and medals.

The unit, under the command of Sub-Lieut. Page, R.N.R., and Sub-Lieut. McBride, R.N.R., was inspected by Captain Argles, accompanied by Lieut. Sherratt, R.N.R., the Commanding Officer.

The Chairman of the Londonderry Branch of the Royal Naval Association presented a framed picture of Admiral Lord Nelson to the Commanding Officer of the unit.

Surgeon Captain Hopkins, M.D., also spoke.

Tea was supplied by the ladies of the British Legion.

The trophies were presented by Mrs. Argles to the following: The Divisional Cup, Cadet Holmes; the Cadet of the Year Trophy, A.B. L. Jesson; the runner-up trophy, A.B. Cadet W. Edgar; Officers' and Instructors' Trophy, A.B. Cadet A. Kane; Good Fellowship Trophy, A.B. Cadet W. E. Edgar.

Royal Navy Officers WILL buy better at Bernards

That Bernards tailor the finest uniforms available to the Royal Naval Officer has become an accepted fact in the service.

Anglia Tailored Plain Clothes also express very real value while an Officers' complete outfitting requirements may be obtained through Bernards from a wide choice of carefully chosen accessories.

Bernards personal service makes it easy for the Officer to place his order and an appointment for a representative to call will gladly be arranged through a Branch Manager or Head Office.

When next you have a clothing requirement make a point of consulting Bernards for on every aspect of quality and Service You Really Will Buy Better from Bernards.



C. H. Bernard & Sons Ltd.

Officers' Tailors and Outfitters

40 Commercial Rd., Portsmouth, Telephone 26116

30 Royal Parade, Plymouth, Telephone 66543

And at: 26 South Street, Valetta and 18 The Strand, Sliema, Malta; 255/7 Main Street, Gibraltar; 12 Kirkgate, Dunfermline and at Helensburgh, Londonderry, Weymouth, Milford Haven, Chatham, Lossiemouth, Arbroath, Abbotinch, Eglinton, Kete Brawdy Culdrose, Worthy Down and at H.M.S. Dolphin.

Head Office: Anglia House, Harwich, Essex

TELEPHONE 880

ADAMANT LEAVES HER BROOD AND VISITS GIBRALTAR AND CASABLANCA

H.M.S. GANGES JUNIORS PROVIDE GUARDS

LEAVING the Gareloch and her brood of submarines in the care of H.M.S. Ben Nevis, and carrying 58 juniors from H.M.S. Ganges, 27 leading coders from Crail, 29 ratings from Abbotsinch, 6 juniors from Cochrane and a draft of 40 ratings for Gibraltar, H.M.S. Adamant sailed for Gibraltar and Casablanca on March 6. The Regimental Band of the Duke of Wellington's Regiment were also embarked for the trip. By Monday, March 9, the ship had reached "Springland." The sun was shining, the sea was blue and Adamant was cruising down the coast of Portugal with the Bay of Biscay, the Irish Sea and the drizzle of Gareloch behind it.

The ship arrived at Gibraltar on March 11 and soon after Adamant was added to the diversity of cap ribbons to be seen in Gibraltar's Main Street. The ships in harbour included H.M.S. Tyne (flying the flag of Commander-in-Chief Home Fleet), Gambia (flying the flag of F.O.F.H.), Apollo, Eagle, Victorious, Solebay, Lagos,

the party of Juniors from H.M.S. Ganges around H.M.S. Eagle. It was a busy day for the Juniors, because they also toured the "Rock," being shown the tunnels and ramifications, St. Michael's Cave and, of course, the famous barbary apes. Quantities of apples and nuts had been bought to feed the apes, but, after the exhausting

shops and beautiful homes, contrasts sharply with the Medina, the ancient walled town which it encloses. Bargain hunting in the Medina was quite an experience—directly a flicker of interest was shown, all the persuasion in the world was used to make the possible purchaser buy the goods. Leather goods and rugs were a popular purchase, but prices were comparatively high.

MOROCCAN TEA PARTY

A dance was arranged for the ship's company at the American United Services Organization Club. There was no lack of volunteers for this event, which was much appreciated. The British Community arranged coach trips around the sights of the city, which included the Law Courts with their magnificent mosaics, the impressive modern cathedral, the Mosque and the Palace.

There was a Moroccan tea party, complete with dancing girl and mint tea, at the American Services Club, a reception at the British Consul's House for Chief and Petty Officers and so on. The local residents had made sure that the stay would be a happy one—and it was.

In return the ship was open to visitors, there was a ratings tea dance, and on the last day of the visit there was a children's party. The tea dance was a great success; 150 young ladies, mainly British, French and American, were invited and the dance was held on the quarterdeck, which, under the striped awning and gaily decorated, proved ideal.

It looked as though the helpers enjoyed the children's party just as much as the children. At the end 200 tired children disembarked after two hours of pirates' caves, galleons, swings, slides, orange squash, jelly and films, and about 50 exhausted sailors reckoned that they needed their tea.

The band of the Duke of Wellington's Regiment played in the City Centre, where an appreciative audience applauded the programme of marches and selections.

SPORT

In the sporting world the standard of sportsmanship was high and the games were keenly contested and thoroughly enjoyed. There was one rugby match, one hockey and three soccer matches played against the local clubs.



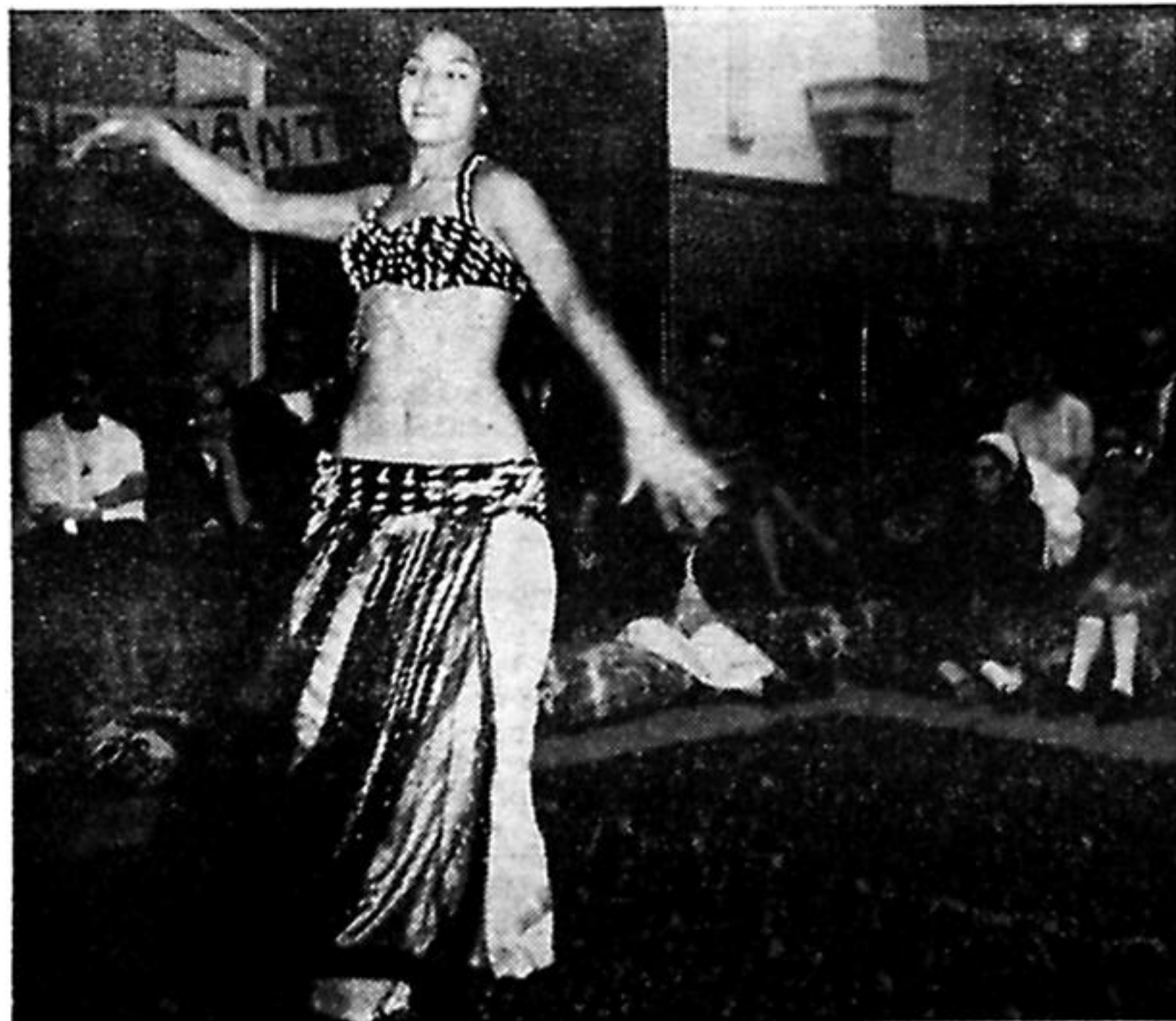
A general view of the modern Casablanca. The wide street with its ample parking space brought envy to the motorists of Adamant

The rugby team lost 32—3, but honour was retrieved, to a certain extent, by a 2—1 victory against the Casablanca Hockey League. The three soccer matches were against the Mobiloil Company, which the ship won, and against Shell-Mex and Regie Tabaca, both games being lost.

Official entertainment included a Governor's Reception for the Captain and Officers and on the last night in Casablanca the Captain held an official dinner on board to which H.M. Amba-

sador and Lady Duke, H.E. The Governor and Mr. Mohamed Amirah, the Commanding Admiral of the French Navy in Morocco and Mme. Granger-Veyron, the United States Naval Attache and Mrs. Whittier, and H.M. Consul and Mrs. Crowther, were invited.

On the Tuesday morning the glorious weather broke and the ship slipped and proceeded for Rosyth in torrential rain. The weather had been as kind to Adamant as the people of Casablanca.



The dancing girl at the Moroccan tea party held in the American United Services Organisation Club, Casablanca

Hogue, Agincourt, Barossa, Corunna, Cavendish, Carysfort, Contest, Thermopylae and Talent. There were also four French escort vessels in harbour and, shortly after Adamant berthed, the Netherlands cruiser Deruyter arrived, accompanied by the very efficient-looking Friesland Class anti-submarine destroyer, the Utrecht.

APES WENT HUNGRY

On March 12 parties of C.W. Candidates and Leading Coders were shown around H.M.S. Victorious and

afternoon, food was in great demand among the tourists. The apes got some food, but were also privileged to watch the feeding time of the Shotley branch of their family.

The ship arrived at Casablanca on Friday, March 13. When the Governor of Casablanca returned the call of the Captain of Adamant, he was honoured by a proud guard of Ganges Juniors who, incidentally, had provided all the guards during the cruise.

The modern city of Casablanca, with its sky-scraper buildings, its expensive

Rolling home to merry England



The cruiser H.M.S. Bermuda (Capt. R. R. S. Pennefather, A.D.C., R.N.) seen leaving Malta to return to England to pay off at the end of her commission. The ship arrived at Devonport on April 3. She has been in the Mediterranean since taking part in a cruise to the West Indies early last year

For the lower deck

MOST servicemen have made plans for the future. There will be things they want to do, things they want to buy... furnishing a home, children to educate...

Like nearly everything these days, ambitions are often expensive to realize and, if a man is to fulfil his plans for himself and his family, he will need to begin saving now.

To-day, whilst you are still serving, is the time to start.

In co-operation with the Admiralty a special scheme of endowment assurance has been devised for naval ratings and Royal Marines (other ranks).

For full particulars ask the man from the

PRUDENTIAL

Or write to the Prudential Assurance Co. Ltd.,
Holborn Bars, London, E.C.1.

NEWS OF OTHER NAVIES

UNITED STATES STOP PRODUCTION OF TWO NEW MISSILES

Change-over in role of atomic submarines

By DESMOND WETTERN

TWO of the promising new missiles under development for the U.S. Navy, the Rat and Regulus II, have been axed in the latest American defence economies. But, unlike the Royal Navy, these latest cuts will not force the U.S. Navy to curtail the building of new ships to carry these weapons, or to halt missile research.

With the cancellation of Regulus II the naval planners hope to recover something like 100,000,000 dollars from the whole project. It is not known how much the entire project was originally to have cost, but the further cancellation of four out of five atomic submarines designed to carry Regulus II will represent a saving of 28,000,000 dollars all told.

Instead of the four missile-carrying submarines the number of attack-type submarines is to be increased by four. Thus the 28 million dollar saving stems solely from the changeover in the role for the new submarines.

RUSSIA'S 500

Though economic reasons have been partly responsible for this change it is no secret that Congress has long been worried by the potential threat from Russia's 500 submarines.

The U.S. Navy now regards the anti-submarine submarine as one of the best weapons of all to combat other submarines. First of the new U.S. fast attack-type submarines will be the Thresher, at present building

at Portsmouth Navy Yard. Contracts for four sister ships are soon to be signed and now an additional four will be built.

The Skipjack, an atomic-powered submarine, is now in commission and she is the first nuclear submarine to be based on the Albacore's design. The Albacore, though conventionally powered, is designed to be as like a fish as possible. Attack-type submarines based on this design have a much greater underwater speed than that of conventional design submarines cruising on the surface. It has been stated that H.M.S. Dreadnought will be designed on the lines of the Albacore.

NUCLEAR FLEET

In all the U.S. Navy has 33 submarines of nuclear types in commission, building or projected. These are the Nautilus, Skate, Swordfish, Sargo, Sea Dragon, Skipjack, Thresher and a further 13 attack-type building or authorised. The Halibut, now building, is the only atomic submarine which may get the Regulus II. The Triton,

which was launched quite recently, will be a radar picket submarine and the Tullibee will be a hunter-killer submarine.

Five more atomic submarines will carry the Polaris missile, but another four have not yet been ordered pending further improvements in the Polaris design. The remaining atomic submarine, the Seawolf, will be out of commission for a year while her sodium reactor is being taken out and replaced by a pressurised water type.

The U.S. Navy's Rat missile is designed for use against submarines. Its description, "Rocket Assisted Torpedo," has given it its name. It can be launched from above or below the surface and in either case it rises into the air by rocket power and travels to a point above the position where the guidance system has located a submarine. The rocket drops away and the torpedo descends by parachute. The torpedo then homes on the target after shedding its parachute.

NOT FAST ENOUGH

While Rat proved highly satisfactory against conventional-type submarines during recent tests in the Atlantic and Pacific, it was evidently not entirely suitable for use against fast atomic submarines, even though it carried an atomic warhead. Now a new type of torpedo working on the same principles has been developed. This will be able to locate and destroy submarines moving at much deeper levels at very high speed.

Cost of the Rat project to date had reached the surprisingly low figure of 15,000,000 dollars only.

Navy's Helicopter Squadron aids Army to fight lawless desert tribesmen

FLYING UNTIL THEY LITERALLY DROPPED OUT OF THE AIR

ON Thursday, April 10, the Flag Officer Air (Home), Vice-Admiral Sir Walter Couchman, K.C.B., C.V.O., D.S.O., O.B.E., presented the Boyd Trophy for 1958 to No. 845 (Helicopter) Squadron at the Royal Naval Air Station, Culdrose. The trophy is awarded annually to the squadron or individual member of the Fleet Air Arm who has performed the most outstanding feat of airmanship during the previous year.

The ceremony took place in the station gymnasium, and before making the presentation Vice-Admiral Couchman inspected the guard and past and present members of 845 Squadron. The Squadron was headed by the present Commanding Officer, Lieut.-Cdr. A. G. Cornabé, R.N., and two former Commanding Officers, Lieut.-Cdr. H. M. A. Hayes, R.N., and Lieut.-Cdr. C. M. A. Wheatley, R.A.N.

Addressing the parade, the Vice-Admiral made mention of the excellent standard of maintenance and serviceability which the Squadron had achieved in operating their Westland Whirlwind helicopters, far from base support, during the difficult operations that it had been called upon to undertake. The Trophy, which takes the form of a silver Fairey Swordfish, was then presented to Lieut.-Cdr. Hayes, who had commanded the Squadron for the greater part of 1958.

Although it was the salvage operation of the tanker Melika which attracted attention to H.M.S. Bulwark and the Squadron, and had captured the public's imagination, other tasks were performed in the Far and Middle East which reflected much credit on the Squadron and on the Fleet Air Arm as a whole.

SKILL AND ENDURANCE
Not widely known are the achievements of the Squadron while operating

from H.M.S. Bulwark in Aden between July and October, 1958. During this period the Squadron forsook its normal anti-submarine role to co-operate with the Army against lawless tribesmen in the Aden Protectorate adjoining the Yemen border. Here the mobility and adaptability of the helicopter was excellently demonstrated by the Squadron, who flew troops, stores and arms between remote mountain and desert outposts, all the time flying over unfriendly country such as one only reads about in "The Arabian Nights."

The heat conditions, and altitudes at which they flew, together with the primitive facilities for refuelling and servicing the aircraft in the desert called for great skill and endurance from the aircrew and maintenance personnel alike. The Squadron performed all its tasks with enthusiasm and kept their helicopters flying until, as happened on two occasions, they literally fell out of the air.

The salvage of the Liberian tanker Melika involved continuous flying by 845 Squadron for eight days. As a result of a collision with the French oiler Fernand Gilbert, the Melika caught fire and was abandoned by her crew. Initially the helicopters were engaged in landing fire-fighting crews and salvage parties on board both burning vessels, and flying survivors ashore. Once the fires had been extinguished, the task of towing Melika to

a safe anchorage became the absorbing work of all on board H.M.S. Bulwark. Naturally the helicopters were fully employed.

First, the tow line was passed by helicopter, and then, for the next eight days, a constant airlift was flown between Bulwark and Melika. Over 180 sorties were flown and, by use of cargo nets and winch, 2,000 gallons of diesel oil in 44-gallon drums, 120 men (and the hot meals to feed them), and over one ton of stores, including heavy pumps, were transferred.

The Melika salvage operation was the culmination of a most successful commission during which 845 Squadron proved their efficiency in their primary anti-submarine role and their ability to adapt themselves to the many and varied tasks that the Fleet Air Arm is called upon to perform.



Vice-Admiral Couchman presents the Boyd Trophy to Lieut.-Cdr. Hayes

COMEDY, TRAGEDY AND THRILLERS FEATURED

IT is an extraordinary fact that although theatres throughout the country are having to close down for lack of support, amateur dramatic societies are flourishing and each year more and more people find considerable enjoyment, despite the hard work involved, in this form of art. In no field is this more apparent than in the Royal Navy. Year by year more and more plays—ambitious ones too—are produced. The Air Command Drama Festival which has just been completed is an example of this.

Comedy, tragedy, thriller—all were featured, and Mr. Geoffrey Staines, the adjudicator for the Festival, could not have had an easy task to pick out the winner.

The results were: 1. R.N. Air Station, Lossiemouth; 2. R.N. Air Station, Arbroath; 3. R.N. Air Station, Lee-on-Solent; 4. R.N. Air Station, Abbotsinch; 5. R.N. Air Station, Yeovilton; and H.M.S. Ariel; 7. H.M.S. Caledonia; 8. R.N. Air Station, Culdrose, and R.N. Air Station, Brawdy.

Space does not permit detailed reports, so let praise be confined to teamwork with a few "quotes" from the adjudicator's remarks.

R.N.A.S., Lossiemouth: "The House by the Lake." Producer, G. A. Mason.

"The producer has done a very good job indeed. The audience was gripped by the atmosphere of the play from the beginning and the atmosphere has been sustained throughout."

R.N.A.S., Arbroath: "All My Sons." Producer, S. Evans.

"I felt the play was too difficult for any provincial company to perform... but Condor has proved me wrong. They are to be congratulated on bringing to life an extremely difficult play."

R.N.A.S., Lee-on-Solent: "Tartuffe." Producer, G. Britton.

"The production was lively, articulate and nicely continued. The set was clean, bright and simple, and in this performance the stage management could give a lesson to some professionals."

R.N.A.S., Abbotsinch: "A Phoenix Too Frequent."

"The cast rose nobly to the occasion and kept the audience amused and interested from beginning to end."

R.N.A.S., Yeovilton: "Dangerous Corner." Producer, R. Barfoot.

"... the choice of the play was perhaps a little unwise, because Priestley's plays—with delicate situations and undercurrents—require the warm atmosphere of a theatre rather than a camp gymnasium, but for all that the company have presented their play very well."

H.M.S. Ariel: "The Castiglioni Brothers"

"Despite the departure through sickness of three of the team three days before the performance, Ariel has put on a performance which has given a lot of pleasure."

H.M.S. Caledonia: "Bees on the Boat Deck." Producer, B. D. Manhire.

"The team has produced a somewhat dated play and provided an excellent evening's entertainment."

R.N.A.S., Culdrose: "Sit Down a Minute, Adrian."

"A polished and successful per-

formance of which the producer can be proud, especially when one considers the difficulties experienced by him in casting the play. The stage management, decor and timing cannot be faulted."

R.N.A.S., Brawdy: "Without the Prince." Producer, Frieda Gibson.

The adjudicator had produced the play himself on six occasions and he had thoroughly enjoyed his "busman's holiday." It was obvious the producer had fired the cast with enthusiasm and it was obvious from the way the team acted that they had enjoyed themselves and were a happy, contented group.

Inglesham crew commission Yaxham

H.M.S. Yaxham, a Type 1 Inshore Minesweeper, was commissioned at Hythe on March 24 for Home Sea Service, under the command of Lieut. D. W. Gray, Royal Navy.

The commissioning service was conducted by the Rev. W. V. Foot, Royal Navy, of H.M.S. Vanguard.

A liaison has been set up between the ship's company and the people of Yaxham, near Norwich, and it is hoped that at some time in the future the ship may call at an east coast port when it may be possible to exchange visits. Unfortunately, due to distances involved, no representative from Yaxham was able to be present at the commissioning ceremony, but a telegram of greetings was sent by the ship to Yaxham.

The ship's company is not new to minesweeping as all are ex-Inglesham's, which recently paid off in Portsmouth, after service in the 50th M./S. at Port Edgar.



The Heron Players—a study in expressions

MAKE YOUR SAVINGS WORK... DEPOSIT ACCOUNTS EARN

DEPOSITS FROM
£20

7 1/2 %
PER ANNUM

EASY
WITHDRAWALS

Write: **LINDEN ENTERPRISES (PORTSMOUTH) LTD.**

(THE PORTSMOUTH FIRM)

10, WAYTE STREET, COSHAM
PORTSMOUTH

PHONE:
COSHAM
79083

COMMERCIAL
BANKERS

there is so much more
in a
Nicholls
home

Bungalows and
Houses near
PORTSMOUTH
with oil-fired central heating

PRICES FROM £2,250
DEPOSIT
FROM £115
EASY REPAYMENTS

Write for details and illustrated brochure to:
JOHN C. NICHOLLS, COURT LANE, COSHAM, HANTS. Tel. Cosham 76429

FLY NOW PAY LATER!

fly

BEA

VISCOUNT AIRCRAFT

**Cheap
fares
for
Forces**



**Someone's counting the hours
- so get home fast this leave!**

BOOK THROUGH
THE MALTA AIRLINES
IN ASSOCIATION WITH BEA
285 Kingsway, Valetta Tel. Dial: 5471.72



THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen

SEVEN MEN OF STEVENAGE GET DOWN TO ARRANGING A RALLY

Navy Day without ships and a new commission started

MEMBERS of the National Council of the Royal Naval Association smiled in disbelief when told by Area 6 member Eric Knight that the Area 6 rally this year would be at Stevenage.

For the Area rally is quite a job of organisation and planning, covering 23 branches throughout the Home Counties. And the Stevenage branch has just seven members—who were recently talking about abandoning ship and going into the Herts branch.

Nevertheless, the National Council was told, the Area 6 rally is being held at Stevenage. A "pep" talk by National Council member Eric Knight, and promises of support from other Hertfordshire branches, have persuaded the seven men of Stevenage to climb back aboard their foundering ship, pump her dry and set a course which should make Stevenage one of the most vigorous and virile branches in the Home Counties.

NEW-TOWN BACKCLOTH

The rally will be held at Stevenage on June 7—and it is hoped that the backcloth of a new town will help create a new branch with new life.

Led by chairman Ted Smith, of the Noke, Stevenage (he's also Area Rally Committee chairman now), the seven men of Stevenage are really getting down to it.

They've co-opted members from near-by Hatfield, Welwyn Garden City, Hertford, Bishop's Stortford and Royston on to their rally committee, and are busy organising a series of social events to raise funds for the rally itself.

The programme so far indicates that the rally may well be one of the most successful in recent years.

Last year for the first time, Hertford shipmates tried the experiment of making an 8 mm. colour cine film of the rally. It proved so successful that it will almost certainly be repeated this year, and members of the recently formed Stevenage Cine Club may be asked to make a professional job of it.

The Stevenage men plan to increase their strength from seven to 77, and then to 107. For it has been estimated that in Stevenage New Town there are enough ex-matelots to man an aircraft carrier, and in old Stevenage there are enough to man a destroyer.

Says Ted Smith: "All we have to do is get them to feel once more that spirit we had on the messdecks, and come along and join us."

AIR OF SALTY TANG

So the Stevenage branch—one of the smallest in the Home Counties—plans

a poster campaign in conjunction with the rally. Their example, it is hoped, will be an inspiration to the other small branches who face difficulties which often seem insurmountable.

It is planned that a "Navy Day" without ships will come to old and new Stevenage on June 7. The familiar crown and anchor blazer badge, the fluttering standards, the yarns of battles from the Boxer Uprising to the sinking of the Bismarck, will give the air a salty tang which, feels National Council member Eric Knight, is bound to bring those old "ships" out of their temporary retirement.

More than 500 shipmates with their wives and families are expected to arrive by coach, car and train.

The Educational Supply Association Ltd. has agreed to lend the sports ground and clubhouse, and the rally will commence with an open-air service and parade there, during which standards will be rededicated to the traditions of the R.N. Association. Afterwards, the "old salts" will sail in convoy on a two-mile march through old and new Stevenage, and for the shipmates who fall behind on this "show the flag" march, a coach will bring up the rear.

AND FAMILY DAY

The seven Stevenage shipmates plan to make it a "family day," for a special entertainment is being laid on for "Mum and the children," while Dad is busy marching and yawning.

A social will follow in the evening, in the E.S.A. clubhouse.

The Bluejacket Band now having been disbanded, and the Royal Marines Band being engaged at that time in the Royal Tournament, organisers of the Area 6 rally have been fortunate in obtaining the services of the famous Kingston Sea Cadet Band. The Hitchin Sea Cadet Band will add a further nautical touch to the occasion.

The chairman and members of Stevenage Urban Council and the general manager and officials of Stevenage Development Corporation have been invited to join the rally, and Naval padres will take the service.

Says Stevenage chairman Ted Smith: "The Stevenage branch of the R.N.A. is not only afloat once more but is starting a new commission. We hope all ex-shipmates will join our endeavours."

FULL SOCIAL DIARY AT WELLING

THERE was a large attendance at the social held by the Welling Branch of the Royal Naval Association on April 10 and everyone enjoyed a first-class evening.

The social diary of the branch is quite full—the branch will be represented at Lewisham's annual church parade on May 3, and will also be represented at the Jutland Day Rally at Chatham on May 19. The highlight for May is the branch dinner which will take place on May 22. A coachload from Welling will be visiting Worcester Park for the Cheam and Worcester Park celebrations on June 16. The secretary reports that the branch will be well represented on October 17 at the reunion at the Festival Hall.

Comradeship missed on retirement

NEWTON ABBOT Branch held their second birthday party dinner and dance on Saturday, March 21, when over 100 members attended.

Guest of honour was Capt. R. C. Wild, C.B.E., R.N. (Retd.), the president of the Teignmouth Branch, who proposing the toast of the branch said that after six years of retirement



Shipshape and Bristol fashion at Reading

THE year 1958 saw no spectacular achievements by the Reading Branch, but upon reflection it is found that the crew is contented and very well served by the president, Lieut.-Cdr. Bumpstead, chairman, Shipmate Gent, and the secretary, Shipmate Seward.

Yes, indeed, another year when the ship has continued to stay well on course—the course set five years ago

after a refit. There is no fear of the "breaker's" yard while there are so many stalwarts on the lower deck who really do make sure that the branch is—at all times—"shipshape and Bristol fashion."

At the annual meeting the chairman, after five years, finally decided to become a "messdeck lawyer" and relinquished his chair. However, there seems no doubt among the crew that the newly elected chairman, Shipmate B. Taylor, will continue to keep ship and crew on their present course. He has already been assured of the continued support from all shipmates.

FINANCIALLY STABLE

The treasurer, Shipmate Griffin, after his first year of office, reports that the branch is financially stable, and well able to stave off any "buzzes," reference the breakers.

The former secretary, Shipmate Sandall, reported that the annual dinner was again a big success. This was due, in no small way, to the able assistance he received from his wife, and the branch expressed its sincere thanks to them both.

Reading branch is looking forward to another favourable year in 1959.

Chairman stresses importance of welfare work

THE Worcester Branch of the Royal Naval Association—the branch with the highest membership in No. 7 area, which comprises Gloucestershire, Worcestershire, Herefordshire and South Wales—has formed a Welfare Sub-Committee to deal with questions of welfare brought to the notice of the branch. The Chairman, Shipmate H. Day, at the last meeting of the branch, stressed the importance of this side of the work of the Association.

The hon. secretary, Shipmate J. J. Gibson, referred to the annual conference at the Mansion House, London, on June 20. The nomination of a delegate from Worcester would be decided later.

The branch agreed that it would put forward for consideration by the National Council "that Worcester considers the subscription paid to Headquarters, now amounting to over 60 per cent., is excessive, and that this should be reduced to 50 per cent. as from January, 1959."

It was decided at the No. 7 area delegate meeting at Cheltenham on March 14 that the next No. 7 area branch meeting should be held at Worcester on August 29.

CALENDAR

Stevenage
June 7.—Area No. 6 Rally.
Welling
May 22.—Branch Dinner.
Chatham
May 19.—Jutland Day Rally.
Cheam and Worcester Park
June 16.—Anniversary Parade and Drumhead Service.
Worcester
August 29.—Area No. 7 Meeting.
Barry
June 28.—Dedication of Standard.
Thame
May 24.—Visit to Portsmouth.
West Ham
May 23.—Twenty-first Anniversary Dinner and Dance.
Kingsbury and Kenton
June 5.—Anniversary Social Evening. The Rest Hotel, Kenton, 7.30 p.m.
Gosport
May 7.—Annual Dinner
June 6.—Visit to Royal Tournament.

We Will Remember Them

Shipmate "Ned" Pope. A member of Truro Branch for some years and who served almost continuously in the Royal Navy from the turn of the century until 1946.

Shipmate Edward Walsh, Welling Branch, and at one time secretary. Ex-Sergeant-Major, Royal Marines.

Shipmate R. L. Pike. Ex-Yeoman of Signals and a member of Maidstone Branch.

Littlehampton have new standard

THE Littlehampton Branch of the Royal Naval Association is "laying up" its old standard and dedicating a new one on Sunday, June 28, at three o'clock on the Green. If wet, the ceremony will be held at the Parish Church of St. Mary.

Shipmates who can attend the ceremony are assured of a hearty welcome from the Littlehampton branch.

the things that he missed most were the feelings of comradeship, good fellowship and the willingness to help one another.

He also felt that the Association was in a position to influence public opinion in regard to the future and welfare of the Royal Navy. "It was," he said, "particularly unfortunate that the atomic submarine had not got past the drawing board stage while the United States had six such boats in service."

Capt. E. C. Fenton, R.N. (Retd.), president of the Newton ABBOT Branch, said Newton ABBOT now had a membership of 116 which was very good. He thought that the future would be harder going but if the members supported the committee there would be no danger.

The chairman, Shipmate Langridge, proposed the toast of the visitors and welcomed two from Australia, Mr. and Mrs. Searle, and the Chairman of the Council, Councillor L. Daymond, who, he said, had fulfilled his promise of support for the branch.

Responding Mr. Daymond said the

Mrs. Wild, Capt. E. C. Fenton, Mrs. Fenton, Capt. R. C. Wild and Mrs. W. G. Langridge—(Photo: Gilbert Evans, Newton ABBOT)

success of the branch was due mainly to comradeship and the ladies.

Shipmate Balk proposed absent friends with a special thought for Shipmate Jimmy Green who was seriously ill, and wished him a speedy recovery.

Shipmates celebrated the branch anniversary, which was also the birthday of founder member Shipmate Joe Sowerby, to Cecil Kelly's Band. The M.C. was Shipmate Ron Hooper.

The mainbrace being spliced on numerous occasions all the "oggies" from the skipper to the dab-dabs, second-class buffs, sand scratchers, excused boots and backward swimmers had a very convivial evening.

Reports from several branches have had to be held over this month. Unless too dated these articles will appear in our next issue.—EDITOR.

Darlington's dinner a splendid affair

ALTHOUGH Friday the 13th may have the name of "Black Friday," the atmosphere at the Darlington annual dinner and dance quickly dispelled the tag. With a cabaret for good measure the occasion was a splendid affair.

Chief guests were Rear-Admiral R. M. J. Hutton, C.B., C.B.E., and Mrs. Hutton, and members were pleased to see them again.

Both Rear-Admiral Hutton and the Branch President, Shipmate J. B. Goldsworthy, expressed concern at the proposed cuts in the strength of the Royal Navy and sincerely hoped that the cuts would not impair its efficiency, for its responsibilities are great.

The Darlington Blind Club was entertained by the Branch on April 2, when the finals of the games between the Blind Club and branch members for the Bramwell and Harbron Shield took place.—C. AKERS.

BANGOR CONGRATULATED ON NEW PREMISES

Second only to London H.Q.

THE Bangor branch is the first Northern Ireland branch of the Royal Naval Association to acquire its own premises — premises which were described by the area secretary, Shipmate W. J. S. McKnight, as second only to London Headquarters.

Shipmate McKnight was speaking at the branch's annual dinner on April 10. The Mayor of Bangor (Councillor F. C. Tugham) spoke in appreciative terms of what the Association did on behalf of visiting Naval personnel, being at the ready to give them hospitality and to give help when the need arose.

The chairman, Lieut. George Simpson, R.N.V.R., presided and welcoming the Mayor and Mayoress congratulated the Council on the adoption of H.M.S. Ulster, and he assured the Mayor that the branch would give the Council its whole-hearted support.

NEW PREMISES

The most notable branch achievement during the past year was the acquisition of new premises. The Promenade Hotel on Queen's Parade had been bought and completely renovated, and all who had seen the premises agreed that the branch had done a very good job of work.

Among other amenities there was a television lounge and lounges for members to spend a quiet evening, and they hoped to be able to erect their billiards and snooker tables in the near future.

Shipmate Simpson went on to say that the strength of the Bangor branch was between 80 to 90 members, but he felt this number could be much greater in view of the number of ex-Naval personnel in Bangor and he extended a hearty welcome to all to come along and join them. He also remarked that the total membership for Ireland was only 508—they had a much bigger potential membership.

Replying to the toast of the Borough, the Mayor said that the people of Bangor had a very warm spot in their hearts for the Royal Navy.

He had paid official visits to units of the Fleet, and added: "You in this Association are in a specially privileged position on the occasion of visits



Seated (from left): Mrs. G. Simpson, the Mayor (Councillor F. C. Tugham), the Mayoress, Mr. George Simpson (Bangor Branch chairman), Mrs. R. N. Kidd (N.I. organising secretary, King George's Fund for Sailors), Lt.-Cdr. T. Eames, R.N. (Ret.) (Bangor Branch vice-chairman). Standing: Messrs. Emerson Doran, Mawhinney, A. E. Greenfield (Bangor Branch hon. treasurer), Mrs. Lavery (Newtownards Branch hon. secretary), Capt. Fisher, Mrs. A. E. Greenfield, W. L. Irwin (Bangor Branch vice-president), Mrs. Fisher, W. J. S. McKnight (R.N.A. Area secretary), J. Freil, J.P., R. N. Kidd, J. Halley (British Legion secretary), A. Foye (British Legion vice-chairman), Mrs. W. W. Tunnicliffe, W. W. Tunnicliffe, P. Davidson, Mrs. W. L. Irwin, David McKee (chairman, Ex-Services Club), J. Norman and B. E. Cook (Bangor Branch hon. secretary)—Photo: "Co Down Spectator"

of ships. You are filling an extremely important part of being ready to give not only hospitality but assistance should that be necessary."

COUNCIL HAPPY

Councillor Tugham said that members of the Borough Council were very happy and very relieved to know that the Royal Naval Association was ready in case the weather, or some other contingency, caused an emergency, and the Association was ready to look after any Naval man who might be stranded.

Shipmate Lieut.-Cdr. Eames, R.N. (vice-president) proposed the toast of the guests and he extended a hearty welcome to every one of them. Mr. A. Foye, vice-chairman of the Bangor Branch of the British Legion, responded humorously in nautical terms.

As a guest and a mere landlubber by service standards, he voiced, on behalf of all landlubbers present, warm thanks to the Bangor Branch of the Royal Naval Association for their hospitality and good fellowship displayed by all hands on all sides, typical of the hospitality and the tradition of the Royal Navy.

Castleford branch to visit Portsmouth

A SMALL party of the shipmates of the Castleford and District branch of the R.N.A. intend to visit Portsmouth on August Bank Holiday and will renew their acquaintance with the Navy by attending Portsmouth Navy Days. The members are also hoping to see some of the members of the Portsmouth Branch during their stay in Portsmouth.

NEWCASTLE OUT FOR MORE MEMBERS



The committee of the Newcastle and Gateshead Branch, 1959

STRENUOUS efforts are being made by the Newcastle and Gateshead Branch in an endeavour to swell the numbers at its monthly meetings. As the Chairman, Shipmate R. Finch, remarked, "the branch is not doing too badly with 50 paid-up members and crowded sessions on special occasions, but the committee feels that with the large number of ex-Royal Navy men at Tyneside to draw from, there must be very many more who are interested in the Royal Naval Association."

Shipmates Clasper, Robinson, Denton and Coe, together with Shipmate Thirlwell (he of the persuasive tongue) are striving with the assistance of many others to build up ample funds for any emergency.

The Branch's annual trip this year will be to Seahouses.

The president speaking at the 21st anniversary dinner

Barry holding its dedication

THE Barry Branch has now been in commission 12 months. The membership is increasing slowly but nevertheless the branch has a few very staunch members. The efforts of the branch have not been in vain, for it is holding its Dedication on Sunday, June 28, and a good muster is forecast from neighbouring South Wales Branches.

The annual dance was a great success, 220 guests dancing the evening away, graced with the attendance of the Lady Mayoress and Mayor of Barry.

'Up ladder—I'm inboard' does not apply here

CHEAM ANNIVERSARY DINNER

THE most important event to Cheam and Worcester Park branch recently was its twenty-first anniversary dinner and dance held at the King's Hall, Crown Inn, Morden. Seventy-five sat down to a very excellent meal among very good company, and congratulations go to the Social Secretary and those who helped to organise the event.

The Branch President, Richard Sharples, O.B.E., M.C., M.P., proposed the toast to "Our Guests" and said it was grand to see Sir Henry Moore present again, one who did so much for the Association and always had its welfare close to heart.

In welcoming the Mayor of Sutton and Cheam, the President hoped he would enjoy the company so much he would want to come again.

The Mayor responded to the toast of "Our Guests" and congratulated the Branch Chairman on having remained a bachelor for so long. This received great acclaim from all shipmates. The Mayor had to leave early to attend another function, but appeared again later on.

Vice-President Shipmate Alderman Hasted said in his speech that the old saying, "Up ladder, Jack, I'm inboard," did not apply to this Branch because so much work had been done for naval men other than Branch members, and for Branch members also.

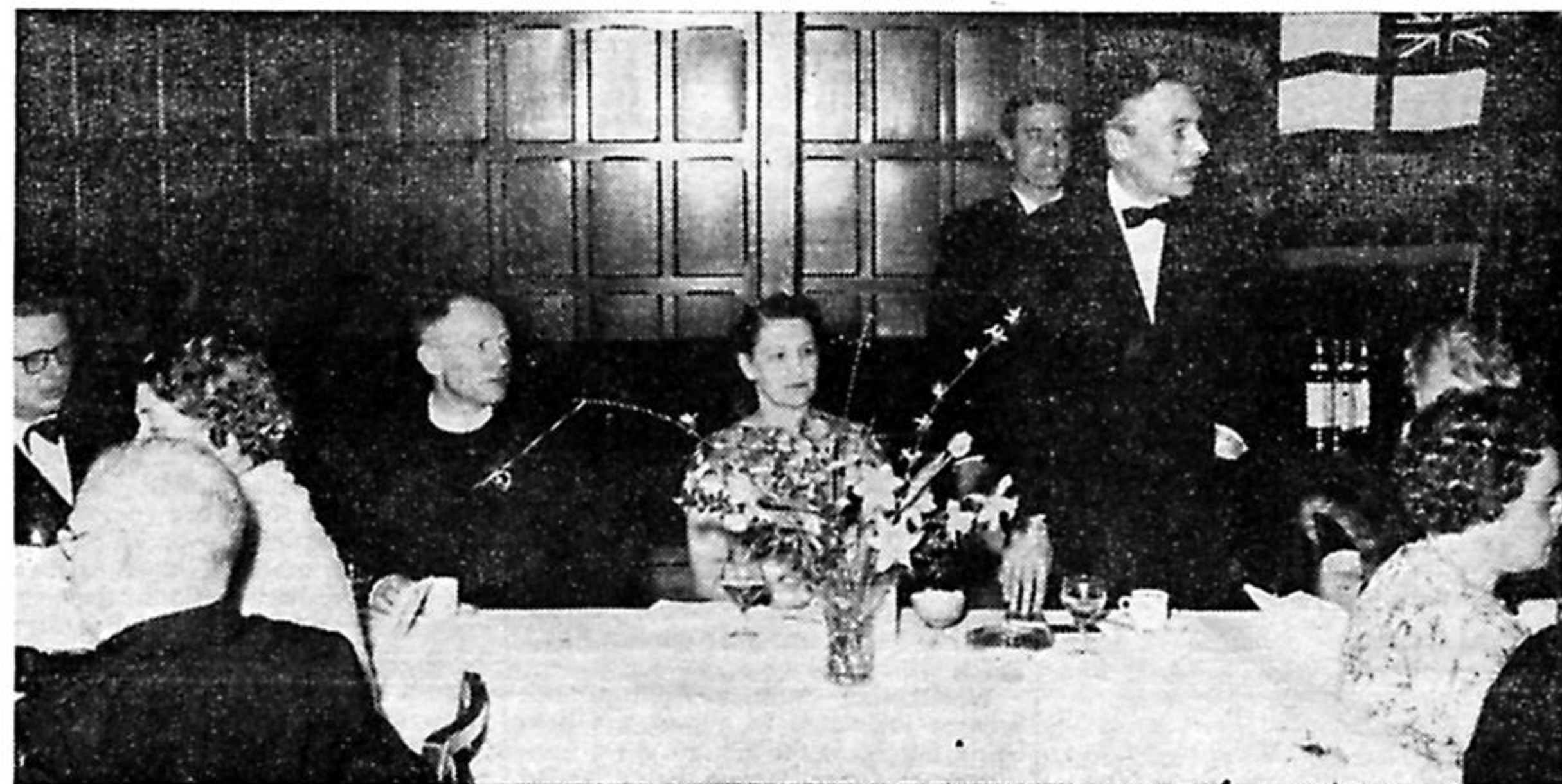
Sir Henry Moore responded to the toast to "The Association." He said many people felt the Association was losing its grip because large numbers of new members were not coming forward, but he added that conditions in the Service were greatly improved, and many men were taking on for pension—the percentage being about 60 per cent. Later on these men would leave the Service and be looking for something like the R.N.A. to join. He congratulated the Branch on attaining their majority and said he felt they would continue to be a "go-ahead" Branch and go on to even greater

things.

Dancing continued until midnight. The Branch now look forward to June 14, when it holds its anniversary parade and drumhead service at Cheam Park. Many branches have accepted invitations to this event and it is hoped to have a good muster, and good weather to make the service really representative.

Forthcoming Branch events include the annual children's outing and an outing for branch members.

PAT COE



Portsmouth 'gunning' for Gosport at indoor sports

COMMODORE TO VISIT BRANCH

FINAL victory in the Inter-Association Indoor Sports Cup has gone to the Gosport Branch. Although Pompey managed to defeat them in the last match at Fleetlands the points margin was not sufficient to carry the day and Gosport won on aggregate. "Congratulations 'Turktown' on your fine win, Portsmouth will be gunning for you next season so get organised."

On Sunday, May 24 (Empire Day) Portsmouth is entertaining visitors from Thame Branch and looking forward to their visit. The Entertainment Committee have been briefed and have promised to lay on something special. Pontefract Branch of the Yorkshire Federation have also asked if they may come alongside on August Sunday and it goes without saying a welcome has been extended. If there are any other branches contemplating a day at the seaside they are reminded that Southsea has a lot to offer. So few people seem to remember that Portsmouth and Southsea are the same place and still fewer realise what a beautiful

place Southsea is. If they have lived here and had to pay for these attractions with the rates they would be forcibly reminded.

At the next general meeting it is hoped to have a visit from the Commodore, R.N.B., who will be making his pendants for the first time and looking for "old ships." It is hoped to have a good muster for the occasion and a small agenda so as to give him plenty of time to wander around and see what the Portsmouth Branch has.

The Branch's oldest inhabitant, "Pop Goldsmith," celebrated his 86th birthday last week; unfortunately Pop is not so agile these days and has been on the sick list for some time, nevertheless he has plenty of visitors and still maintains a keen interest in our affairs. "Good luck to you, Pop, and get well soon."

ROYAL TOURNAMENT COACH

The coach for the Royal Tournament is now full and no more tickets are available. Arrangements are also in hand for the annual outing in August. At the moment it is hoped to arrange a visit to a chocolate factory near Bristol, but details have not yet been finalised; however the list is up and names are wanted. For the visit to the Fulham Branch in June there is a full house, but more names can be taken. There is always the possibility of getting a larger coach—or two small ones. Interested shipmates should get in touch with Shipmate Jones.

Every year visitors to Pitt Street congratulate us on the little flower garden (Sandy's pride and joy). Last summer Shipmate Stirling, a visitor from Croydon, liked it so much he promised to send some gladioli. Well he has kept his word and sent them, and now it is hoped that later on he will pay another visit to see what they look like. The Hon. Secretary has mislaid your address, Shipmate Stirling, so he cannot write and thank you personally, but the gesture is very much appreciated.

FOOTBALL!

Portsmouth people are almost afraid to mention the word football, but the end of the season is not all sackcloth and ashes. The Branch Benevolent Fund has benefited to the tune of £44 from the club accumulator. The fund is mainly indebted to Messrs. Newman, Harrison and Ward for their valiant work throughout the winter collecting the "tanners." This very handsome donation to such a worthy cause has more than justified the effort. The Branch is blessed with an exceptionally conscientious Almoner in Charlie Pimlott, who never fails to visit a sick member and take along a little something, and it is important his good work should not be hampered for want of funds.

The next club-produced show is "on the stocks" and is scheduled for the end of May. This time it will be an Eastern musical, "A Jar of Olives," written and produced by Associate Member Lennie Dews. Five performances will be given, including the usual one for Kindred Associations.

W. W. KNIGHT.

SHARPSHOOTERS SCORE A 'POSSIBLE'

Daedalus rifle team achieve a first

THE H.M.S. Daedalus Small-Bore Rifle Team, shooting in the Gosport and District Rifle Association's Division 1 at Lee-on-Solent on March 17, scored a "possible" team score of 600 out of 600. By doing so, they become the first team in Great Britain to have achieved such a score when using the new British National Target.

The National Small-bore Rifle Association cannot recognise this as a national record, as the "count-out" system is used (i.e. not counting the two lowest scores), but nevertheless the Association congratulated all concerned.

Malta dockyard transferred to civilian firm

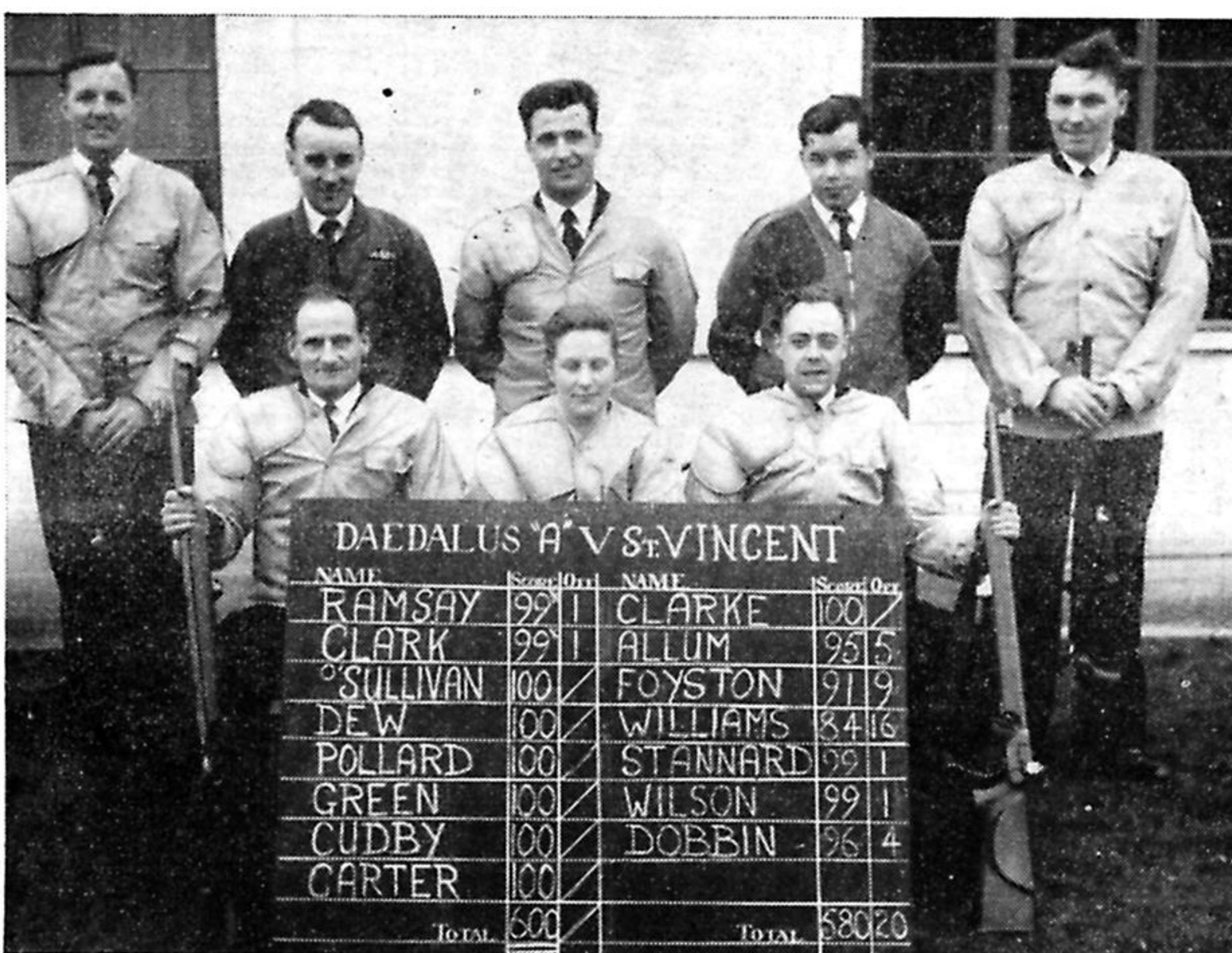
THE transfer of H.M. Dockyard, Malta, to Messrs. Bailey (Malta) Limited, took place on March 30. The firm will develop the Dockyard for commercial activities, but initially will be supplied with Naval repair work at about the present level. This arrangement will continue until approximately the end of 1960, when the volume of Naval work for the firm will diminish. It is expected that in the meantime the firm's commercial activities will have expanded, offsetting the reduction in Naval work.

The post of Admiral Superintendent, Malta, has lapsed. All remaining Admiralty Department and Naval activities hitherto administered by the Admiral Superintendent, Malta, will come under the authority and general direction of the Flag Officer, Malta.

The Royal Navy will continue to use Malta as a Naval base and will remain responsible for some of the functions carried out in the Dockyard, including the port auxiliary service and the electrical generating station.

All the Dockyard employees given notice by the Admiralty because of this reorganisation were offered immediate employment by Messrs. Bailey.

A new Admiralty organisation is being set up, under the authority and general direction of the Flag Officer, Malta, which will act as an overseeing organisation responsible for work placed by the Admiralty with the firm and for those continuing commitments of the Dockyard professional departments which are unaffected by the transfer. The new organisation will be under the direction of an Admiralty Repair Manager.



| DAEDALUS A V ST VINCENT | | | |
|-------------------------|-------|----------|--------|
| NAME | Score | NAME | Score |
| RAMSAY | 99 1 | CLARKE | 100 2 |
| CLARK | 99 1 | ALLUM | 95 5 |
| SULLIVAN | 100 | FOYSTON | 91 9 |
| DEW | 100 | WILLIAMS | 84 16 |
| POLLARD | 100 | STANNARD | 99 1 |
| GREEN | 100 | WILSON | 99 1 |
| CUDBY | 100 | DOBBIN | 96 4 |
| CARTER | 100 | | |
| TOTAL | 600 | TOTAL | 580 20 |

COASTAL MINESWEEPER COMMISSIONED

WHEN H.M.S. Burnaston, a coastal minesweeper, was commissioned on March 12, at H.M.S. Diligence, Hythe, Malta's Governor-Designate, Admiral Sir Guy Grantham paid an unofficial visit. Sir Guy's son-in-law, Lieut. R. I. T. Hogg, R.N., is second-in-command.

Of 425 tons (full load) displacement and with an overall length of 152 feet, H.M.S. Burnaston was built in 1953. She recently underwent a refit at Portsmouth, when new engines and other modern equipment were installed.

The ship left for the Mediterranean on March 21, and after spending Easter at Gibraltar, arrived at Malta, where the vessel will be based, on April 4.

H.M.S. Burnaston is named after a small village in Derbyshire and is commanded by Lieut.-Cdr. V. C. S. Smith, R.N., who has recently returned from being in charge of a petty officers' school near Melbourne, Australia.

Navy gymnasts selected as probables for Olympic Games

THIS month we are featuring two individuals, Petty Officers Colin (Ted) Glover and Norman (Ginger) Austwick. Ted Glover, born in Leicester 30 years ago entered as a Boy Seaman in Ganges. After commissions in Formidable and Belfast he joined the submarine service.

In 1953 he returned to the United Kingdom and the following year commenced a qualify course for P.T.I. That year, at his first attempt, he won the long-jump event at the Royal Navy athletic championships with a distance that has only twice been exceeded in

the long gymnastic course at the Army School of Physical Training. The course, of three months' duration, was under the supervision of C.S.M.I. Stuart, the British Olympic champion and European silver medallist. On the conclusion of the course they both qualified as A.G.A. intermediate coaches.

Last December they entered their first competition, the Southern Counties second grade and gained second and fourth places respectively, out of 17 competitors. The following week, in the Southern Counties first grade competition, Glover obtained sixth and Austwick seventh place.

In March this year they entered the British championships, and from a



Petty Officer Glover

these championships. That season he was also selected to represent the Combined Services in the annual fixture between them and the Amateur Athletic Association and Universities Athletic Union.

The following season he won the Navy hop, step and jump with a distance only 1 1/2 inches short of the Navy record.

On qualifying as a P.T.I. he joined H.M.S. Adamant.

Ginger Austwick was born in London 28 years ago. He, too, joined as a boy seaman, serving in H.M.S. St. Vincent. A period of service in Sirius, Theseus, Mauritius, Kenya and Adamant followed.

In 1954 he and Ted Glover were members of the chair tricks and high box display party at the Royal Tournament, and the same year qualified as a P.T.I.

Whilst they were qualifying both became interested in gymnastics then being taught at the school. As a consequence of this interest they attended

SPORTSMEN OF THE MONTH



Petty Officer Austwick

field of 22 competitors, Glover obtained tenth place and Austwick twelfth. Both obtained a standard medal for obtaining over 70 per cent. of maximum marks. Ginger Austwick scored the highest marks in the vaulting section and was declared vaulting-horse champion of Great Britain.

Both have been selected to train as probables for the Great Britain Olympic team competing in the Olympic Games in Rome in 1960.

In Memoriam

John Stanley Ferguson, Chief Engineering Mechanic, C/KX94660. H.M.S. Pembroke. Died March 17, 1959.

Ronald Charles Brede, Radio Communication Operator Second Class, C/SSX898461. H.M.S. Mercury. Died March 18, 1959.

Francis Edward Scott, Steward, D/L935944. H.M.S. Seahawk. Died March 24, 1959.

Albert David Trickett, Engineering Mechanic First Class, P/KX849180. H.M.S. Dundas. Died March 31, 1959.

Gerald Ellul, Engineering Mechanic First Class, E/KX891131. H.M.S. St. Angelo. Died April 2, 1959.

Malcolm Derek George Milne, Junior Seaman First Class, D/J975612. H.M.S. Caprice. Died April 6, 1959.

John Thomas Sidney Moore, Able Seaman, C/J959305. H.M.S. Pembroke. Died April 8, 1959.

Brian John Barrett, Stores Petty Officer (V), P/MX858620. H.M.S. Cheviot. Died April 11, 1959.

Ronald Flood, Chief Petty Officer, D/JX142076. H.M.S. Murray. Died April 15, 1959.

Gerald Charles Phillips, Able Seaman, P/J928064. H.M.S. Osprey. Died April 2, 1959.

Ku Hsin Kieh, C.P.O. Steward, O/1623. H.M.S. Tamar. Died April 22, 1959.

ANOTHER CATHEDRAL FOR THE NAVY

H.M.S. Lincoln, the fourth of a new type of air direction frigate was launched at the shipyard of the Fairfield Shipbuilding and Engineering Co. Ltd., Glasgow, on April 6. The naming ceremony was performed by Mrs. T. G. D. Galbraith, wife of the Hon. H. G. D. Galbraith, M.P., Civil Lord of the Admiralty, and the religious service was conducted by the Rev. Kenneth Stewart, Minister of Fairfield Parish Church.

Other ships of this class—the Salisbury class—are Chichester, Lincoln, Salisbury, Coventry and Llandaff. All ships of this class are named after cathedral cities.

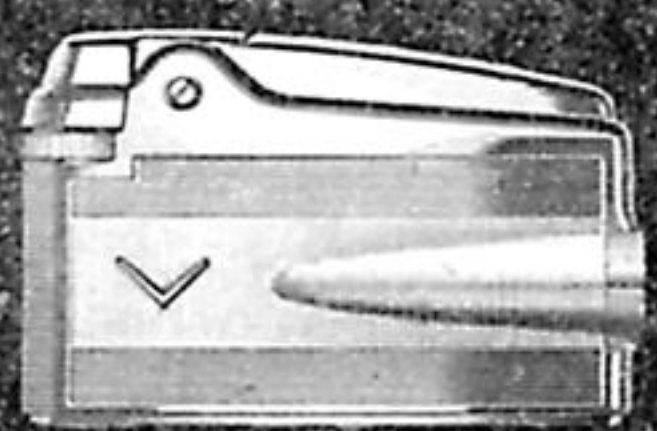
The frigate is of 340 feet in extreme length, and has a beam of 40 feet. Powered by Admiralty Standard Range Diesel Engines her speed is 26 knots.

Her sister ship, the Chichester, was accepted into service on May 16, 1959, and this ship was also built at the Fairfield Shipbuilding and Engineering Co. Ltd. yard.

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

Petty Officer—Chief Petty Officer:
JX 141170 V. F. W. Gilkes, JX 667539 F. T. Marshall, JX 159854 R. A. P. Cuthbert, JX 152389 F. W. Pavey, JX 149372 W. D. Hall, Radio Communication Supervisor—Chief Radio Communication Supervisor:
JX 371833 J. E. Taylor, Yeoman—Chief Communication Yeoman:
JX 143418 S. Wilcox, P.O. Writer—C.P.O. Writer:
MX 789948 A. L. Rowley, Stores Petty Officer (V) to Stores Chief Petty Officer (V):
MX 54658 F. McLaughlin, Stores Petty Officer (S) to Stores Chief Petty Officer (S):
MX 861261 H. Coppenhall, P.O. Cook (O)—C.P.O. Cook (O):
MX 747482 J. S. Craven, Engine Room Artificer—A/Chief Engine Room Artificer:
MX 777564 P. T. Fleming, MX 637822 V. J. Ruse, MX 778327 K. G. Coleman, MX 778204 L. J. Pearcey, MX 778321 C. King, MX 778301 R. J. Tobin, MX 667799 C. Maunders, M 944547 K. P. Darby, Mechanician—Chief Mechanician:
KN 101946 L. Bailey, KN 154982 R. A. Smith, Petty Officer Engineering Mechanic—Chief Engineering Mechanic:
KN 95521 H. Farnell, KN 88622 L. G. O. Tucker, KN 92822 F. Dove, KN 82322 J. V. Denholm, KN 89296 C. E. Young, Plumber—Chief Plumber:
MX 816244 W. Woods, MX 767601 E. Clark, Petty Officer Electrician—Chief Electrician:
MX 876743 S. G. George, MX 835254 G. W. Coleman, MX 844349 J. T. Jones, Acting Chief Aircraft Artificer:
L/FX 89815 D. C. Pryce, L/FX 100905 E. R. Price, L/FX 513006 O. T. Henry, Chief Air Filter (Airframes):
L/FX 716162 D. Grayland, Chief Air Filter (Airframes/Engines):
L/FX 789127 B. W. Brame, Chief Airman (Aircraft Handler 1/c):
L/FX 802084 M. Coleman, L/FX 670245 R. E. Tulett, Acting Chief Electrical Artificer (Air):
L/FX 87549 J. S. Glinn, Chief Electrician (Air):
L/FX 789629 R. S. A. Harvey, Chief Radio Electrician (Air):
L/FX 852834 J. Haworth.



THE SENSATIONAL RONSON VARAFLAME—most advanced gas lighter in the world

Something to write home about!

RONSON
GAS

WORLD'S GREATEST LIGHTERS AND SHAVERS

You'll be proud to own a Ronson. Each one is a fine piece of precision engineering, and you're sure to find exactly what you want in the wide Ronson range.

GO TO THE NAAFI
AND GET A **RONSON**

Classified Advertisements

ACCOMMODATION

TO LET, two furnished rooms and kitchen; no linen. Sorry, no children. £2 4s. weekly inclusive.—Townsend, 30 Leonard Road, Landport, Portsmouth.

EXCHANGE modern 2-bedroomed Council house, near Portsmouth, for similar accommodation 15 miles radius of Hayes, Middlesex.—Write Mr. Green, 28 Wilverley Avenue, West Leigh, Havant, Hants.

FULLY FURNISHED FLATLETS with own kitchens; vacant for short periods or holidays. Also flat, no children. Terms moderate.—38 Shaftesbury Road, Southsea (opposite Queen's Hotel).

TO LET, two furnished rooms; own kitchen, use of bathroom; £2 5s., including electric light; no children over year old.—22 Hartley Road, North End, Portsmouth.

SOUTHSEA. Convenient for all naval establishments, very comfortable furnished flat. Also vacancies for board residence.—Mrs. Raven, "Berylene," 36 Worthing Road, Southsea. Phone Portsmouth 341631

FOR SALE

FOR SALE, established hairdressing business with living accommodation; freehold; premises suitable for many trades. Situated on bus route in Southsea. No reasonable offer refused.—Box 74 "Navy News."

SITUATIONS VACANT

FEDERAL GOVERNMENT OF NIGERIA require the following Officers for **NIGERIAN NAVY** on contract for four tours of 15 months each in first instance. Gratuity 20%-33% of total salary drawn. Outfit allowance £60. Free passages for officer and wife. Assistance towards children's passages and grant up to £150 annually for maintenance in U.K. Liberal leave on full salary.

(a) **LIEUTENANT OR LIEUTENANT-COMMANDER** (M3C/52550/NAE)

Salary (including inducement addition) according to rank and seniority in scale £1,162 rising to £1,751 a year. Candidates, under 50, must have held rank of Lieutenant or Lieutenant-Commander, R.N., or alternatively have held rank of Lieutenant (S.D.) or Sub-Lieutenant (S.D.), R.N.

(b) **LIEUTENANT (SHIPWRIGHT)** (M2A/50545/NAE)

Commencing salary (including inducement addition) £1,301 in scale £1,301-£1,410. Candidates, under 51, must have held rank of Shipwright Lieutenant, R.N., or Shipwright Sub-Lieutenant, R.N., and will be required to supervise repairs and train Nigerian ratings.

(c) **SENIOR WARRANT OFFICER** (M2A/50473/NAE)

Appointment on contract for either (a) four tours each of 15 months with gratuity 20%-33% of total salary drawn, or (b) up to four tours each of 12/24 months with gratuity at rate £150 a year. Salary according to experience under terms (a) in scale (including inducement addition) £1,068, rising to £1,278 a year, and under terms (b) £1,152, rising to £1,380 a year. Candidates, under 45, must have held rating of C.E.R.A. in R.N.

Write to the Crown Agents, 4 Millbank, London, S.W.1. State age, name in block letters, full qualifications and experience and quote the reference number shown against the post applied for.

SENIOR WARRANT OFFICER (CHIEF ELECTRICIAN OR CHIEF E.A.) required by **NIGERIAN FEDERAL GOVERNMENT** for service with the **NIGERIAN NAVY** on contract for one tour of 12/24 months in first instance. Commencing salary, according to experience, up to maximum in scale (including inducement addition), £1,152 rising to £1,370 a year. Gratuity at rate of £150 a year. Outfit allowance £60. Free passages for officer and wife. Assistance towards children's passages and grant up to £150 annually towards maintenance in U.K. Liberal leave on full salary. Candidates should be under 45 years of age and must have held the rating of Chief Electrician.—Write to the Crown Agents, 4 Millbank, London, S.W.1. State age, name in block letters, full qualifications and experience and quote M2C/50578/NAE.

SENIOR WARRANT OFFICER required by **FEDERAL GOVERNMENT OF NIGERIA** for service with **Nigerian Navy** on contract for one tour of 12/24 months. Gratuity, £100/£150 a year. Salary, including inducement pay, according to experience, in scale £1,152 rising to £1,370 a year. Outfit allowance £60. Free passages for officer and wife. Assistance towards children's passages and grant up to £150 annually for maintenance in U.K. Liberal leave on full salary. Candidates must have held rating of Seaman C.P.O. and should preferably have served as Coxswain, Ch. Gunner Instr. or Ch. (T.A.S.) Instr. Duties will include supervision and training of Nigerian Naval Ratings.—Write to the Crown Agents, 4 Millbank, London, S.W.1. State age, name in block letters, full qualifications and experience and quote M3C/52577/NAE.

GOVERNMENT OF HONG KONG

Male Education Officer (Technical), preferably under 35, required to organise and administer the Navigation Department of the Technical College, to prepare candidates for Mates' and Masters' Certificate of Competency and to teach the Pre-Sea Training Course for Cadets. Candidates must have good general education and possess Ministry of Transport Certificate of Competency as Extra Master or its equivalent and must be able to teach all aspects of navigation in medium of English. Five years' experience in responsible position essential. Post permanent and pensionable Home pension rights preserved. Salary at appropriate point in scale £1,245 to £2,179 plus cost of living allowance. Quarters, if available, at low rental. Free passages. Generous home leave. Normal tour of service, 3½ years. Low income tax.—Further particulars and application forms from Director of Recruitment, Colonial Office, London, S.W.1, quoting BCD 114/51/01/B. Closing date for receipt of initial enquiries April 16, 1959.

PARLIAMENTARY SECRETARY to the Admiralty requires married couple to take charge at his small country house in Hertfordshire village. Suitable pensioner C.P.O. or P.O. prepared to help with small garden, drive car. Wife to assist with housework, cooking. House occupied by owners at week-ends; family home during school holidays. Own self-contained quarters suitable for couple without children. Wages by arrangement.—Apply in writing to Mr. C. I. Orr-Ewing, O.B.E., M.P. Parliamentary Secretary to the Admiralty, Admiralty London, S.W.1.

HOUSES FOR SALE

57 KING STREET, SOUTHSEA. House comprising three two-roomed flats with basement extra. Walled-in large garden with back entrance. Not in town planning. Rateable value £40. This house provides home and income. Price £750 vacant. Furniture if required.

MISCELLANEOUS

AJAX radio-controlled taxis, 24-hour service.—Tel.: Portsmouth 35333/4 (two lines).

HOUSEHOLD EFFECTS and BAGGAGE stored, moved, packed, shipped.—White & Co. Ltd., North End Junction, Portsmouth. Phone 63221.

MOTORS

A. E. HAYTER & SONS (Portchester) LTD., 84-104 PALMERSTON ROAD, SOUTHSEA

Tel.: Portsmouth 20939

A Company of the Hayter Group—

THE WHOLE NEW RANGE OF AUSTINS ON DISPLAY

1955 Standard 8 saloon, colour green; as new £375

1954 AUSTIN A30 2-door saloon, colour black; fitted heater £415

1948 Triumph Roadster 1800, colour cream £285

1947 Singer Super 10 saloon, colour black £195

IMMEDIATE HIRE-PURCHASE AND INSURANCE FACILITIES

All arrangements made for cars for export. Are you about to return from abroad? Why not drop a line and have a car waiting for you.

All arrangements made in a few hours.

Fleet of Hire Cars also available.

"HAYTERS FOR QUALITY USED CARS"

TWO COMFORTABLY FURNISHED ROOMS, use of kitchen and bathroom. Convenient to buses and shops. Regret no children.—Apply 44 Bury Hall Lane, Alverstoke, Hants.

FULLY FURNISHED FLATLETS with own kitchens; vacant for short periods or holidays. Also flat, no children. Terms moderate.—38 Shaftesbury Road, Southsea (opposite Queen's Hotel).

Electrician's Association say farewell to vice-president

AT the close of this spring term in A.H.M.S. Collingwood, the Royal Naval Electricians' Association will say "Bon Voyage" to its Vice-President, Commander G. P. Fulcher, R.N. During his stay at Collingwood as Establishment Commander, he has been keenly interested in the affairs of the Association and has assisted it immensely, and it is with regret that farewells are said. In his stead Commander Wykeham-Martin is welcomed and the Association wish him a big success during his stay at Collingwood.

To the unenlightened, the Association is open for membership to all Electricians and Mechanicians "L," "R" and "Air" and ex-torpedo gunners' mates, and its aims, briefly, are "to foster a social understanding and a friendly co-operation between its members and also a fraternal fellowship between this and other Naval Service Associations."

From time to time, social outings are arranged and then, of course, the ladies join in. Annually a dinner and dance is held, and these have always been very successful. Also annually, a reunion takes place which enables the founders and members of the original association (The Torpedo Gunners' Mates' Association) to participate. Past and present presidents and vice-presidents attend these reunions.

The T.G.M. Association, now the R.N.E. Association, is one of the oldest associations belonging to the Lower Deck; formed in 1936 and continued throughout the last World War. It is registered under the Friendly Societies' Act, 1896.

The Association aims to have 100 per cent. membership and then social gatherings can be held wherever the Fleet assembles, e.g. in such places as Hong Kong, Singapore, Malta and Gibraltar, but to do this it must have the help and backing of all eligible to join the Association.

Information about the Association may be obtained from the honorary secretary, R.N.E.A. Office, H.M.S. Collingwood, Fareham, Hants. Tel. Fareham 4241-4, Ext. 146.

Insurance Minded

ADMIRALTY Fleet Order 83/59 gives up-to-date details of the Admiralty scheme whereby naval personnel can insure their private effects in transit between appointments and drafts at very reasonable rates. Insurance certificates are issued by the authorities stated in the Admiralty Fleet Order and are completed by the applicants who return them to the issuing authority with the premium required. The scheme provides a very simple and effective method of insurance, and is entirely optional.

TEXAS INSTRUMENTS LIMITED

rapidly expanding manufacturers of silicon semiconductors, have vacancies in their plant at Bedford for:

ELECTRONIC TECHNICIANS

or the construction and maintenance of electronic test equipment.

Applications are invited from Leading Radar Mechanics and above. In addition to a generous monthly-paid salary, there are non-contributory schemes for Pension, Life Insurance and Hospital Benefits.

Write, giving details of your Naval Career and date of release to:

Lt.-Cdr. A. Spens-Black, R.N. (Retired), Personnel Manager TEXAS INSTRUMENTS LIMITED, DALLAS RD., BEDFORD

CJC DEVELOPMENTS LTD (PORTSMOUTH)

Careers in Engineering Company of ex-Royal Navy skilled craftsmen as Fitters, Turners, Milling machinists, etc. Good working conditions and rates of pay in new factory.

Apply Personnel Officer—

CJC DEVELOPMENTS (Portsmouth) LTD.

Fitzherbert Road, Farlington, PORTSMOUTH

Highly skilled Craftsmen who value Security, High Rates of Pay, and Ultra-Modern Conditions!

TOOLMAKERS

for production of Precision Tools, Assemblies and Components. Permanent congenial staff jobs for top-class Engineers only, with all the amenities of working for the premier engineering company. Non-Contributory Pension and Life Assurance. Housing can be arranged.

Telephone:—Bracknell 1002-3-4-5, or Call

PREMIER PRECISION LTD.

WESTERN ROAD, BRACKNELL

Interviews: Weekdays—and up to 2 p.m. Saturdays

THE BENTLEY ENGINEERING CO. LTD.

GILLETT WORKS, GREAT BOOKHAM, SURREY

Have Vacancies

for

**SKILLED MECHANICAL FITTER
ERECTORS FOR FIRE CONTROL
AND SERVO GEAR**

★ Good rates of pay ★ Congenial and pleasant working conditions ★ Pension scheme after qualifying period ★ Excellent Canteen ★ Train and bus service adjacent to factory ★ Assisted travel allowance.

Apply in person or in writing to Personnel Manager at the above address

Order or Renewal Form

(Delete as appropriate)

'NAVY NEWS' OFFICE, ROYAL NAVAL BARRACKS, PORTSMOUTH

Please post a copy of each issue of "Navy News" to

NAME

ADDRESS

.....

I enclose herewith money order/postal order/cheque value 8/- being a subscription for 12 issues, including postage.

Commence (Month)

If member of R.N. Association, please state Branch.

FERRANTI LIMITED



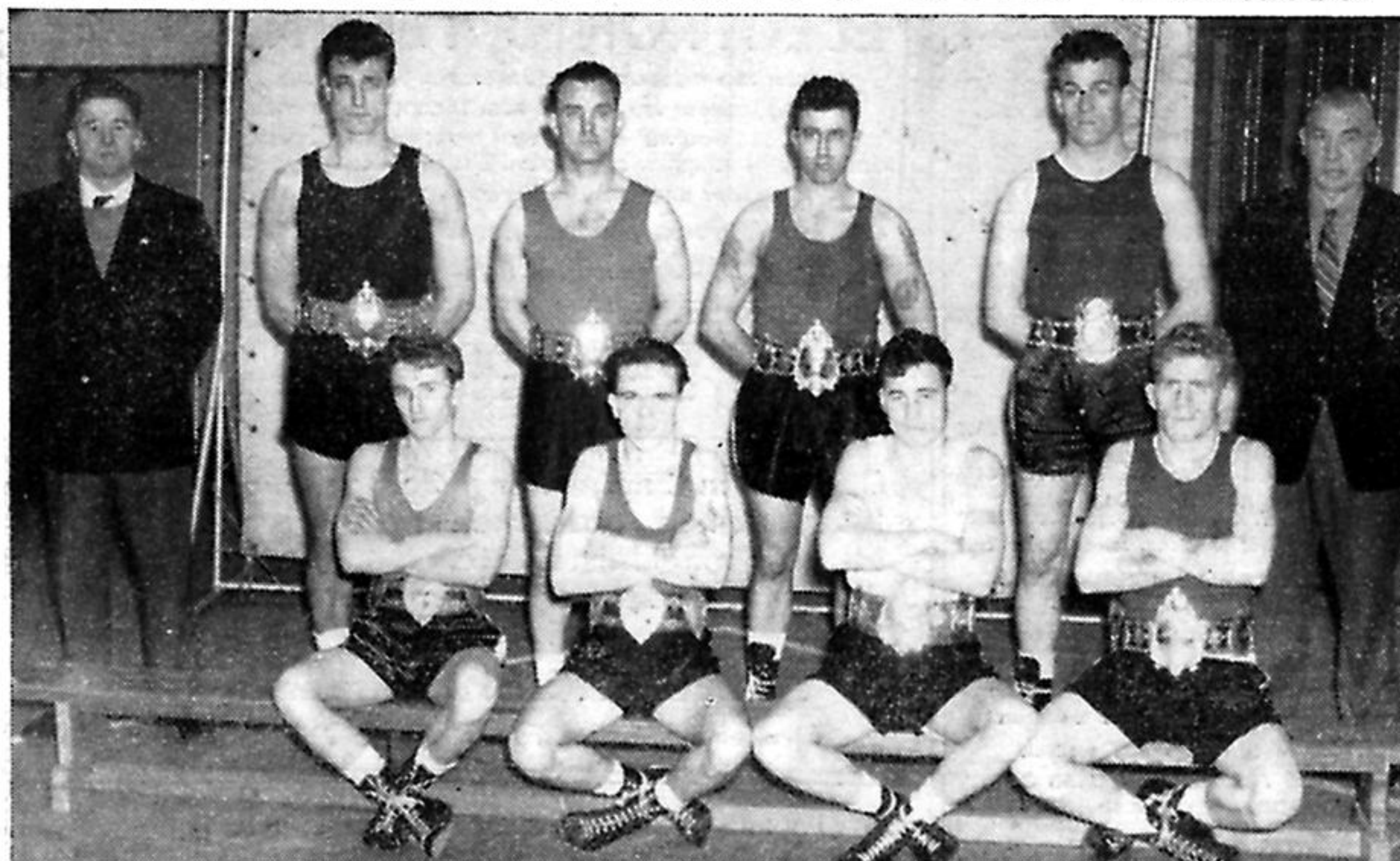
EDINBURGH

have vacancies for

RADIO/RADAR MECHANICS

These are required for work in various electronic departments and laboratories. Possession of any City & Guilds Telecommunication Group Certificates would be an advantage. Second class return fare and subsistence allowance will be refunded to out of town applicants selected for interview. Please reply giving full details of training and experience to the **Personnel Officer, Ferranti Ltd., Ferry Road, Edinburgh 5**, quoting Ref. No. RRM./176

FIRST AWARD OF CHAMPIONSHIP BELTS FOR TWENTY-ONE YEARS



For the first time since 1938, Championship Belts have been awarded to the Royal Navy Boxing Champions, and eight of the 10 Champions, with their belts, are pictured above. Due to the war years, when these valuable belts were in store, and afterwards, due to the revision of the weight classes from eight to 10, there have hitherto been only eight belts available for the 10 Champions.

Now, through the generosity of the Welfare Committee of the Royal

Naval Barracks, Chatham, two belts have been purchased from the welfare funds. The cost of these belts was approximately £150 each. It must be a source of satisfaction to past and present ratings of the Chatham Port Division that the belts have been given the appropriate names of "Pembroke" and "Nore" and that in this way, whatever may be the ultimate end of the Nore Command, these names will be perpetuated in Royal Navy Boxing circles.

The gymnasium in Chatham Barracks was the breeding ground of many Navy Boxing Champions before and during the Second World War. During the past few years, although the Royal Navy has produced many fine courageous and sporting boxers, it has suffered a decline which now happily appears to have been stemmed and it is hoped that the Royal Navy Boxing Champions of the future will more than uphold their own in Inter-Service and other boxing circles.

NAVY MUST HAVE MORE YOUNG HOCKEY PLAYERS

THE aim of the R.N. Hockey Association selectors during March and April is to try and build up a team capable of winning the inter-Service matches. This year, from one cause or another, the selectors were not too successful.

Defeats by both the Army and the Royal Air Force teach the lesson that the Royal Navy must take its hockey more seriously, the Command fixtures must be improved and the average age of the team kept down as much as possible.

For the first time the Navy and the Army were joint hosts to two northern clubs, Bowdon, a Cheshire club, and Brooklands. Usually both the Army and the Royal Navy travel to Manchester to play against these two teams, but this year they were the guests of the Army and Navy at Chatham.

The Command organisers under the leadership of Inst. Capt. R. G. Cross are to be complimented on the arrangements that were made and to some of the visitors, the Royal Naval Barracks brought back experiences which they shared later at a dinner held in the wardroom. Jack Bussey had prepared an excellent ground for the matches. It is sad to think that the Royal Navy will be handing this ground back to the Army in 1961.

The first shock to the Navy team

was its defeat by Bowdon by 4-0, but by the middle of March the Navy XI had beaten the United Banks and the Acrostics and the side looked as if it had settled down and meant business in the Inter-Service matches, but this was not to be so.

TRIED HARD

The first Inter-Service match was against the Royal Air Force, and the R.A.F. quickly realised that short passing would pay dividends, and within half an hour four goals—one of which was disallowed—had been scored. Under the excellent leadership of Lieut.-Cdr. Hamlyn, the Navy XI tried hard to make a recovery but few opening were made for Inst. Lieut. York, the centre forward, who was capable of getting through.

Against the Army, the defence played exceptionally well. L.N.A. Prescott saved some excellent shots at goal, but a defence alone cannot win any match. The forwards were no match for the Army and the game became an embarrassing one to watch, the score at the final whistle being 5-0 for the Army.

Field Gun run a little mad to the uninitiated

THERE can be fewer tougher displays than a fast Field Gun run. To the uninitiated it must be confessed that its thrills and excitement do appear to be a little "mad," but on the second or third occasion the spectator begins to appreciate the rhythm of the display.

On April 17, Yana, the singer and cabaret star, who has been adopted by the Fleet Air Arm Command Field Gun crew as its mascot, attended an exhibition run at Lee-on-Solent. Greeted by applause from both the Field Gun crews and a large number of spectators, Yana was soon at home; in fact the exhibition run was postponed for a few minutes while the photographers were busy "shooting the Star" and her admiring audience.

When the run started it was Yana's turn to admire the efforts of the Gun Crews. At one time it seemed as though the presence of the Star would produce a record run, but unfortunately there was the slightest of hitches which nullified the excellent start. Yana's admiration for the crews was obvious. (So was the crews' for Yana!)

Although a Field Gun run is not child's play by any means, the crews are trained to such a pitch that every movement is a calculated one and the men practise so hard and are so fit physically that each movement is as automatic as a person driving a car.

What to the spectator looks dangerous, is perfectly safe because the men know exactly what they are doing. The carrying of the 8 cwt. gun barrel across the "bottomless gorge" has been practised so often and with such care that the men know it will drop to within a fraction of an inch of where it is intended to be dropped.

At the moment the Fleet Air Arm Gun Crew is within about 10 seconds of the record run set up by Devonport in 1958 of 3 min. 10.6 sec. and is showing better times than the teams now under training at Devonport, Chatham and Portsmouth, but by June 6, when the Field Gun Display Competition starts at the Royal Tournament, Earls Court, even better times by all our teams will be set up.

If only Yana could be at the Fleet Air Arm's side during the actual runs at Earls Court, it seems possible that the elusive three-minute run would be achieved!

Each Rider for Himself!

DURING 1959 the Royal Navy cycling championships will be contested as individual events and not as in the past as inter-Command championships. It is hoped that this will encourage the lone rider to enter and so ensure a more representative field. Too often in the past the Home Air Command by force of numbers has been able to dictate the events and so enable a rider to be carried, but this season it will be every rider for himself and team work will not be of such importance.

The first of these "new look" championships is the 50 miles time trial to be held on a Meon Valley course near Fareham on June 3. Entries and requests for accommodation should be sent direct to the Racing Secretary S.B.C.P.O. Rigby, R.N. Hospital, Haslar, Gosport, before May 26.

Navy cycling is always difficult to forecast but early signs show that many of the riders of past years are again available to form the nucleus of the representative teams and the Racing Secretary now has a team of new riders in training in the Portsmouth area who it is hoped will fill the remaining places in the teams. All riders, especially those in the Portsmouth area, are asked to contact the Racing Secretary to ensure that selection covers as wide a field as possible.

The assistant secretary, S.C.P.O.(S) Clarke, has now joined H.M.S. Hermes at Barrow-in-Furness and would welcome news of members both old and new.

The R.N. Cycling Association's best all rounder of 1958, L./Air Pearson, has been discharged and the way for his successor is wide open though of course S.C.P.O.(S) Clarke will be out to regain the title he lost last season. Incidentally, Clarke is trying to raise a team to ride in a 24-hour race this season after his own effort of 414 miles set up a Navy record last year.

Membership of the Royal Navy Cycling Association is open to all serving personnel and caters for all types of cyclist, both touring and racing, by offering cheap rates of affiliation fees to the various bodies.

Subscriptions for 1959 are as follows and all past and prospective members are requested to send them now to the Secretary, Inst. Lieut. Cdr. Mead, H.M.S. Collingwood, Fareham, Hants, who will be only too pleased to send any further information required. Royal Navy Cycling Association, 2s.; British Cycling Federation, 5s.; Racing Licence, 10s.

Smoke as
you please



Just try this new way of smoking
—perfect cigarettes made to
suit your preference in flavour,
size and strength. It's the
smart thing now to—

enjoy **RIZLA** rolled cigarettes

For only 9½d start choice smoking today
with a RIZLA Rolling Machine
Cigarette Papers and Filter Tips.

A REAL LIVE MASCOT



Yana, prior to the exhibition run, with some of the Fleet Air Arm Command Field Gun crew. Their smiling faces express the great pleasure the crew feel in having such a real live mascot

SOUTHSEA'S Two MOST
— POPULAR BALLROOMS —

SAVOY . . . SOUTH PARADE
KIMBELLS . OSBORNE RD.
SOUTHSEA

AVAILABLE FOR ALL

Ships' Company Dances

whether a Submarine—Destroyer—Battleship or Aircraft Carrier
OVER 50 SHIPS' DANCES CATERED FOR LAST YEAR

Wire—Write—or Phone, Portsmouth 32275

Make your first "Port of Call" for Dancing

The Savoy Ballroom Radio